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Directory of the Grain Trade

*Member Grain Dealers National Association.

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McGuire-Atwood Co., grain commission.
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Reinhardt & Co., Geo. N., grain and hay.

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Roberts, Moschel & Mosiman, grain commission.*
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Fraser, C. C., grain broker.
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Miller & Sons, L. F., grain, seeds, hay.*
Fultz & Co., J. B., grain and feed.
Rosenkrans-Snyder Co., grain and mill feeds.
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Stites, A. Judson, grain and millfeed.
Walton Bros., grain and feed.*
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Stewart, D. G., & Geidel, grain, hay, feed.*

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SAVANNAH, GA.

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Slack-Fuller Grain Co., grain commission.

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Merrell Co., The, seeds only.
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Southworth & Co., grain commission.*
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Thompson, H. C., alfalfa meal.
Tri State Grain Co., grain, seeds, feed.

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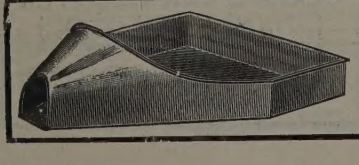
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PEORIA, ILL.

VAN TASSELL GRAIN CO.
GRAIN MERCHANTS
PEORIA - - - ILLINOIS

CLEVELAND, OHIO

THE UNION ELEVATOR CO.
Buyers and Shippers of
Corn, Oats, Wheat, Hay & Straw
CLEVELAND, OHIO
We are in the market at all times for "off grades" of grain

BUFFALO, N. Y.

Globe Elevator Company

We are located on the Michigan Central, Grand Trunk, and Wabash Railroads. If you can ship your grain to arrive at Buffalo via these lines, we believe it would be to your interest to do business with us. We will bid you delivered Buffalo or handle on consignment. We have a large eastern trade and do a large local busines at Buffalo.

Our facilities enable us to handle grain arriving out of condition to the best advantage market will afford.

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255 La Salle St. CHICAGO, ILL.

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708 Chamber of Commerce, BOSTON, MASS.

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HARRISBURG FEED & GRAIN COMPANY
ORGANIZED 1901
JAMES W. BARKER, Manager
HARRISBURG, PENNSYLVANIA
—GRAIN—FEED—HAY—STRAW—
Car Lots Only
Our manager has been buying grain in Pennsylvania since 1885

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GRAIN BROKER
PORTLAND, MAINE
Connection wanted with a good roller oats mill

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THE HENRY W. CARR COMPANY
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Receivers corn, wheat and all kinds of feeds.
Shippers oats, rye, buckwheat, barley, hay, straw, potatoes, etc.
Correspondence and consignments solicited.

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GRAIN AND CLOVER SEED
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Greenville, Ohio

Wants Correspondence with members of the Grain Dealers National in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow shelled corn and recleaned white oats.

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Established 1876
MILLER & COMPANY
HAY, GRAIN AND COMMISSION
Nashville, Tenn.
CONSIGNMENTS SOLICITED

Kendrick-Roan Grain & Eltr. Co.
Incorporated
GENERAL GRAIN MERCHANTS
Receivers-Shippers
Correspondence and Consignments Solicited.
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Grain and Grain Products
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on No. 2 Corn.
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General Grain Merchants
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Try
Our Special Brand of White Oats
McCRAY, MORRISON & CO.
GRAIN SHIPPERS Kentland, Ind

BATTLE CREEK, MICH.

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GRAIN MERCHANTS
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STEINHARDT & CO.
GRAIN BUYERS AND EXPORTERS
We have a fully equipped department for handling consignments of grain.
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GRAIN AND HAY
NEW ORLEANS, LA.

Car Load Tables

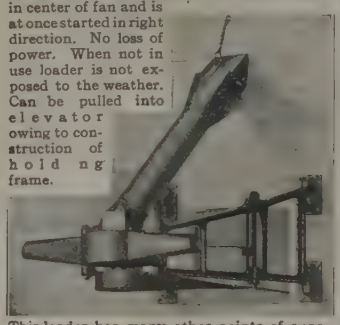
Reduce pounds to bushels in car load lots. Oats (32 lbs.), six tables, 20,000 to 86,000 lbs. Corn (56 lbs.), eight tables, 20,000 to 108,000 lbs. Wheat (60 lbs.), eight tables, 20,000 to 108,000 lbs. Barley (48 lbs.), six tables, 20,000 to 86,000 lbs. Sixth edition in two colors on good paper. Price, cloth binding, $1.50.

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Power Car Loaders for Elevators

The Ideal Car Loader

Successfully loads both ends of car at the same time. See position of fan. Grain enters in center of fan and is at once started in right direction. No loss of power. When not in use loader is not exposed to the weather. Can be pulled into elevator owing to construction of hold ng frame.



This loader has many other points of superiority. Write now.

THE IDEAL CAR LOADER CO., Allenville, Ill.

YOU

Can find no present more acceptable to the progressive grain dealer than a paid up subscription to the Grain Dealers Journal.

Grain Scale Book No. 23.

An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, $2.50.

For Sale by

GRAIN DEALERS COMPANY
255 LA SALLE ST. CHICAGO, ILL.

The ONLY Car Loader That Will Not Damage the Grain.

COMBINED Grain Cleaner and Pneumatic CAR LOADER



North Manchester, Ind., August 15, 1907.

Mattoon Grain Conveyor, Mattoon, Ills.

Dear Sirs: Enclosed find our check for the car loader. We are very much pleased with this combined cleaner and loader and don't see how we could get along without it. It certainly is a complete success. We have had experience enough with many different makes of loaders to know that it is difficult to get a loader that will load cleanly and that too without breaking or grinding the grain, but this will load a car perfectly without damaging the grain, and on the contrary materially improves it by the strong current of air passing through the grain. To understand what a complete success this loader is one must see it work. We like it well enough that we expect to put in one or two more soon. Very truly, KINSEY BROS.

THESE PARTIES ARE NOW INSTALLING THEIR THIRD MACHINE.

The ONLY Machine that Will Clean and Load at the Same Time.

For Descriptive Circular and Prices — Address:

Mattoon Grain Conveyor Co.
MATTOON, ILL.

IVESDALE, ILL., AUG. 8, 1908.

MAROA MFG. CO. Maroa, Ills.,

Gentlemen:—Enclosed please find draft to balance account. The loader is doing good work and I am well pleased with it.

Respectfully, J. M. CAMP.

IVESDALE, ILL., AUG. 13, 1908.

MAROA MFG. CO.

Dear Sirs:—Herewith find check to pay for loader. It is doing splendid work.

Yours, etc., THE IVESDALE GRAIN CO.

In June, 1901 we sold Mr. Camp a No. 12 Boss Car Loader for his Ivesdale house and in August 1902 he purchased one for his elevator in Bement. In May 1902 we sold one to Mr. W. W. Porterfied in Ivesdale and on the second day of last July we received a letter from the Ivesdale Grain Co. saying they intended to buy a loader so we had better send a man to see them. We did so that day and the next day we shipped them a No. 14. Of course Mr. Camp's old loader was still in successful operation otherwise his competitors would not have wanted a loader of that kind, but when he saw the new one they got he proposed a trade which we made.

We make them in five sizes all of which we carry in stock for prompt shipment and send them with the understanding that if you are not satisfied with them in every respect you may return them at our expense.

Maroa Mfg. Co., Maroa, Ill.

Shippers' Record Book No. 20.

Is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9¾x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2,900 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads.

Price, $1.75. Address

GRAIN DEALERS COMPANY, 255 LA SALLE ST., CHICAGO, ILL.

NEW MARSEILLES DUSTLESS CYLINDER CORN SHELLERS

Made in Several Sizes, Both Stationary and Portable Styles

WE MAKE Hand and Power Corn Shellers, Horse Powers, Feed Grinders, Portable Elevators and Wagon Dumps, Pump Jacks, Grain Elevator Machinery and Supplies.

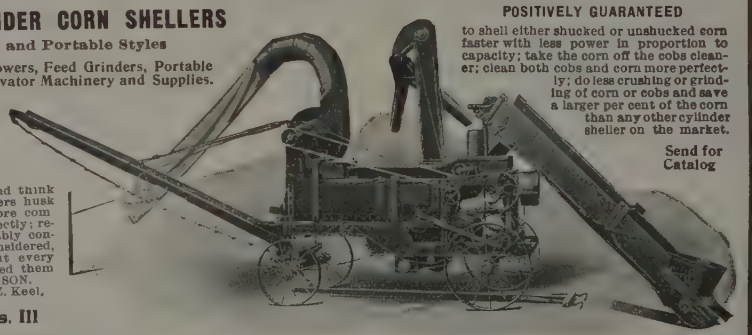
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Gainesville, Texas; May 12, 1908.

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Gentlemen: We purchased the first Shuck Corn Sheller you ever made, some eighteen or twenty years ago. Since then we have bought 12 or 15 of them, representing every improvement, and expect to buy several more this season We have bought one or more of about every other make and think we are competent judges of such machinery. Your Shellers husk and shell the corn off the cob more thoroughly; save it more completely; clean both the shelled corn and the cobs more perfectly; requires less power in proportion to capacity; are more durably constructed and cost less, loss of time and cost of repairs considered, than any sheller we have ever used. We have thrown out every other kind of Corn Sheller we ever bought and have replaced them with yours.

KEEL & SON.
By J. Z. Keel.



POSITIVELY GUARANTEED

to shell either shucked or unshucked corn faster with less power in proportion to capacity; take the corn off the cobs cleaner; clean both cobs and corn more perfectly; do less crushing or grinding of corn or cobs and save a larger per cent of the corn than any other cylinder sheller on the market.

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A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its 204 pages of linen ledger paper, size, 8¼ x 13¾ inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners. Order Form 43

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Made to deliver the goods, and does it.

Some new features are, a three-inch leverage, Ball Bearing Ring, Graphite Bearing and Single Lever.

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Dump Scales and Recording Beams

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Write for Catalog G-D.

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FOT RETAIL COAL DEALERS

It facilitates bookkeeping, and reduces the chance for error Practically three books in one: 1. Original entry of all sales made. 2. Original entry of the scale weights. 3. Journal from which the posting is done.

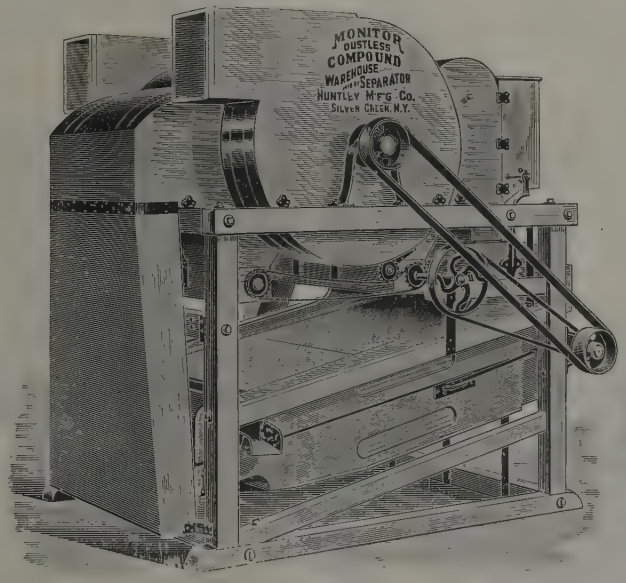
It contains spaces for 6,000 wagon loads. Each page is ruled with column headings, as follows: Date, Ledger, Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount.

This book is 8½x14 inches and contains 150 numbered pages of superior ledger paper. Well bound with best binder board, covered with cloth, leather back, and round leather corners.

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The Monitor Is The World's Standard Cleaner

In principle and construction "Monitor" cleaners differ widely from all other cleaning machines. In operation and results obtained "Monitor" Cleaners surpass anything in use for grain cleaning purposes.

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AVERY
Automatic Scales
FOR SHIPPING AND RECEIVING GRAIN



"No Live, Progressive, Up-to-Date Grain Dealer should be without the AVERY, and, once tried, will not be without them."

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Cresbard, S. D.,
April 4, 1908.

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AVERY SCALE CO.
North Milwaukee Wisconsin



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"The Scale That Weighs"

A **masterpiece** of simple construction, embodying the **correct** principles of the standard scales. including a **graduated brass beam.**

Weighs and records **accurately,** every pound of grain passing through it.

Requires **no attention** while in operation, and **guaranteed not to stick** on light or trashy grain.

Its **smooth running qualities** insures its **durability.**

J. D. EARHART & SON
DEALERS IN
GRAIN AND COAL

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Yours truly,
J. D. EARHART & SON.

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SET OF BOOKS for Grain Dealers
Form 380 Record of Wagon Loads Bought
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HIGHEST DEVELOPMENT OF AUTOMATIC WEIGHING



Simple
Operated wholly by gravity, no springs, few parts.

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Double compartment hopper, each side dumping as opposite fills.

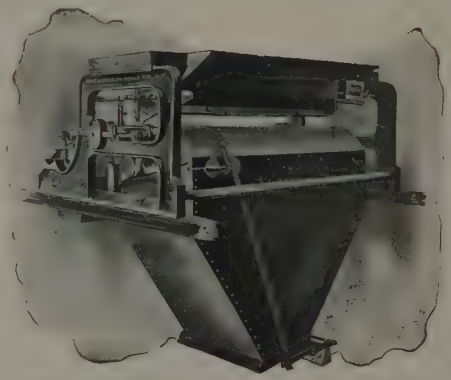
Accurate
Has sealed standard weights and graduated beam. Can be balanced and tested at any time without dumping.

And above all, Fairbanks Quality.

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AH G'WAN!!
Yuh Can't Beat It



THE RICHARDSON AUTOMATIC ELEVATOR SCALE.

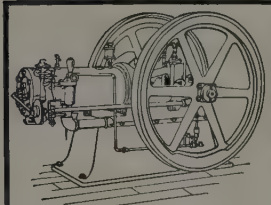
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Ohio Gas and Gasoline Engines

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Used by many lines of elevators.
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The **Elevator** and **Grain** trade our specialty.
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FOOS Engines, having the advantage of superior shop equipment, are accurately machined and carefully erected, avoiding friction losses common to most engines. Write for Catalogue No. 20. THE FOOS GAS ENGINE CO. Springfield, O.



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This man, without special instructions but with the use of "horse sense" causes his plant to work fine. There is a volume of praise for "OTTO" machinery in Mr. Witter's short letter.

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These receipts are numbered in duplicate, two on a page, with perforation between for easily tearing apart. The receipt is signed by the elevator man and shows he has received in store of net bus. Wheat to be stored and insured under following conditions, etc.

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We carry a large stock and can fill orders promptly.

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The best work—quick service.

Write us for Catalog and Prices on anything you need.

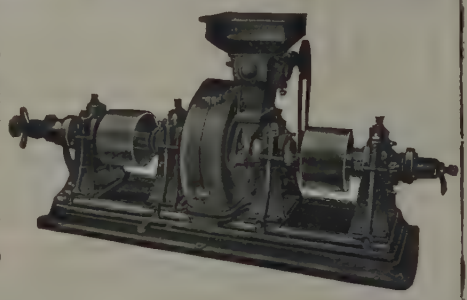
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at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

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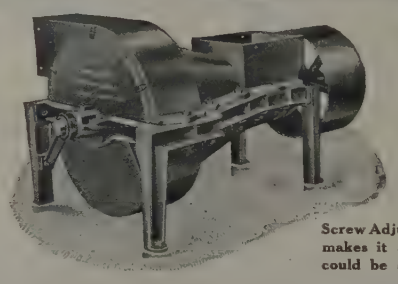
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Pat. Oct. 17 1905

Screw Adjustment makes it all that could be desired.

4 sizes:—300 to 1500 bushels per hour. All iron or on wood frame, if preferred. Non-heating bearings. Positive feed.

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Used by the leading elevator builders and contractors in filling their contracts is usually

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If you have not insisted upon such a specification you should do so. Hamilton Made Rubber Belting, specially manufactured for elevator service, gives perfect satisfaction.

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REDUCE YOUR EXPENSE
bill, by having an Elevator that does the work. I build and remodel grain Elevators. Write for plans and prices.
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RELIANCE CONSTRUCTION COMPANY
ENGINEERS AND CONTRACTORS OF
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Designer and Builder ST. PAUL, NEB.
When thinking of building or remodeling your elevator don't overlook the fact that I build and remodel **GRAIN ELEVATORS** that give entire satisfaction. Scales and Gasoline Engines repaired.

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I build them in wood, concrete or steel. All space fully utilized. My houses are modern and up-to-date and economical to operate. Get my ideas before placing your contract.
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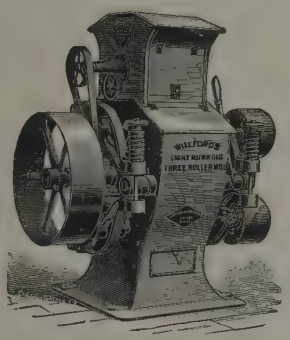
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ARE THE BEST
FEED MILLS FOR ELEVATORS
because they take the least power, are strong, simple and durable.
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F. Hamman & Son, Milmine, Ill.

The moral to this is, if you are not an advertiser and have a want, answer an ad.

ELEVATOR EQUIPMENT
We manufacture a complete line of elevator equipment including Wagon Dumps, Power Shovels, Corn Shellers and Cleaners, Buhr Stone and Roller Feed and Meal Mills, Meal Bolters, Packers, Car Pullers, Passenger Elevators, Grain Handling Appliances, Belting and Power Connections of all kinds, Mill and Elevator Supplies.
WRITE FOR PRICES.
NORDYKE & MARMON CO.
America's Leading Mill Builders
Est. 1851. INDIANAPOLIS, IND.

ELEVATORS WANTED
To get in direct communication with would-be buyers of grain elevators reply to ads in the "Elevators Wanted" columns of the GRAIN DEALERS JOURNAL.

Grain Elevator Builders

YOUNGLOVE

The Elevator Builder

will furnish and install your repairs. We have the men and make this a specialty.

ELEVATOR SUPPLIES
POWER-BELTS

Younglove Construction Co.

315 Pearl Street. SIOUX CITY, IOWA

Grain Elevators



Warehouses, Seed Houses, Storage Tanks Business Buildings in Wood, Brick, Tile, Concrete

PLANS SPECIFICATIONS ESTIMATES

L. O. HICKOK & SON

Engineers and Contractors

320 Flour Exchange, Minneapolis, Minn.

Steel Grain Tanks

We are pioneers in this line and are building tanks in the good old fashioned way. Joints caulked, and guaranteed water, weather and bug proof. Long experience has demonstrated the necessity of high grade workmanship to make steel storage a success. we do it.

WM. GRAVER TANK WORKS, East Chicago, Ind.

O. J. SLUSSER

DESIGNER AND BUILDER OF
GRAIN ELEVATORS

VAN WERT, OHIO

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THE GRAIN ELEVATOR BUILDER

Who Builds Right Kind of Elevators at the Right Kind of Price

322 Fourth Avenue, South
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BOWEN & SHAEFFER

Designers and Builders of
GRAIN ELEVATORS

Plans and Estimates Furnished.
Correspondence Solicited.

LAFAYETTE INDIANA

A. H. Richner

Designer and Builder of
Grain Elevators

I sell the Western Pitless Shellers.
Get my prices.

Crawfordsville, Indiana

B. J. CARRICO

Designer and Builder of
Flour Mills and Grain Elevators

Hoxie Bldg., FORT WORTH, TEX.

A. E. HONSTAIN, Pres. I. S. HONSTAIN, Treas. D. F. HOAG, Sec'y



HONSTAIN BROS. CO.

(INCORPORATED)

Contractors and Builders of
Grain Elevators, Flour Mills, Warehouses, Etc.
Plans and Specifications Furnished
Repairing Done

306 Corn Exchange. Minneapolis, Minn.

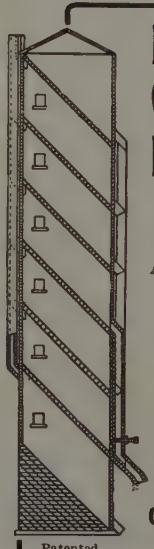
Want a Job? —Advertise in the Situations Wanted columns of the Grain Dealers Journal.

OLSON BROTHERS & CO.

ENGINEERS AND CONTRACTORS

Grain Elevators, Flour Mills and Complete Plants for Handling Coal, Sand, Gravel, Ores, Ashes, Etc.

Phone Humboldt 2373 703-707 Bloomingdale Ave. CHICAGO, ILL.



Fireproof Grain Elevators

Subdivided TANKS

Adapted to Terminal or Country Use.

Any Capacity

Write for PARTICULARS and ESTIMATES

FINTON GRAIN ELEVATOR CONSTRUCTION CO.

Patented APPLETON, WIS.

Write to the

Cramer Construction Company

1110 Farnam Street, Omaha, Neb.

for plans and estimates upon modern grain elevators. Over 200 of our houses in operation.

TONS to Dollars and Cents

Designed primarily for use of Coal and Hay Dealers. This book of tables shows at a glance the cost of any number of pounds of coal or hay at any price per ton from $1.00, $1.25, $1.75, $2.00 and so on to $14.00. It is especially adapted for retailers. It is well printed on good paper, and bound in cloth. It has a marginal index. Size of book 4¼x8¼ inches. 110 pages.

Price $1.00

GRAIN DEALERS JOURNAL
255 La Salle St. Chicago, Ill.

Grain Elevator Builders

Macdonald Engineering Co.
DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS
Monadnock Bldg., CHICAGO, ILL.

GRAIN ELEVATOR
Designing and Construction
Made a Specialty
Witherspoon-Englar Co. Monadnock Blk. CHICAGO

John S. Metcalf Co.
ELEVATOR BUILDERS
623 THE TEMPLE
Plans and Specifications a Specialty. CHICAGO

O. F. HAGLIN **HAGLIN-STAHR CO.** B. H. STAHR
ENGINEERS AND CONTRACTORS
REINFORCED CONCRETE GRAIN ELEVATOR CONSTRUCTION
Fireproof Working Houses and Grain Tanks a Specialty.
Write for Plans, Specifications and Prices.
LUMBER EXCHANGE
MINNEAPOLIS, MINN.

BURRELL ENGINEERING & CONSTRUCTION CO.
DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS--ANY STYLE OR CAPACITY
1140 STOCK EXCHANGE BUILDING : : CHICAGO, ILL.

G. C. KAUCHER
Sales Agents for
Richardson Automatic Scales

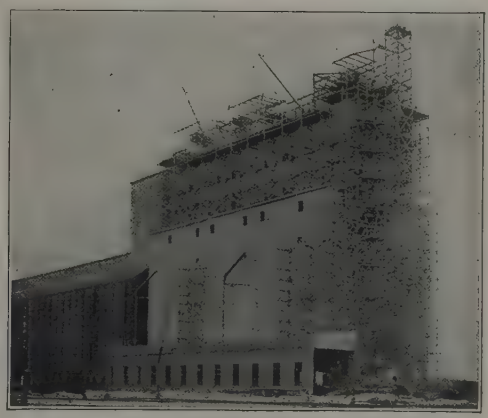
KAUCHER, HODGES & CO.
MEMPHIS, TENN.
GRAIN ELEVATORS, WAREHOUSES
REINFORCED CONCRETE CONSTRUCTION

E. G. HODGES
Sales Agents for
Koehring Concrete Mixer

JAMES STEWART & CO.
CONTRACTORS
Designers and Builders of **GRAIN ELEVATORS** In All Parts of the World



Steel, Brick, Wood, Concrete, Tile
GRAIN ELEVATOR DEPARTMENT, 1811 Fisher Bldg., Chicago
W. R. SINKS, Manager R. H. FOLWELL, Engineer
We also do General Contracting and have offices in the following cities.
Write or call on any of them.
Chicago, Ill., 1811 Fisher Bldg. St. Louis, Mo Lincoln Trust Bldg
New York, 130-137 Broadway New Orleans Hibernia Bank Bldg
Pittsburgh, Pa., Westinghouse Bldg. San Francisco 709 Mission Street
Montreal, Canada



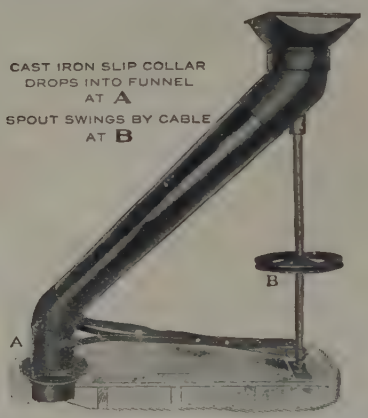
Canadian Pacific Fire Proof Grain Elevator

Under construction for the Canadian Pacific Railroad Co. at Fort William, Ontario.

The Barnett & Record Company
General Contractors Minneapolis, Minn.

THE LINK-BELT SPOUT

PERFECTLY SIMPLE, AND SIMPLY PERFECT



FULL LINE OF ELEVATOR MACHINERY
IN STOCK FOR PROMPT SHIPMENT

Send for New Catalog

LINK-BELT SUPPLY COMPANY
MINNEAPOLIS, MINN.

A MONEY MAKER



"PERFECTION"

WHEAT and CLOVER SEED SCOURER and CLEANER
(PATENTED)

You should investigate this machine.

"NEW ERA" MANLIFTS



made and originated by us have many exclusive features and are the most satisfactory manlifts made.

Write for Prices. *Mention this Paper.*

SIDNEY ELEVATOR MFG. CO., Sidney, Ohio

EUREKA

MOISTURE

EUREKA

should be removed from your grain before it leaves your elevator. Then you can rest easy as to its condition when it arrives at destination. It is now possible for every elevator man to dry grain, for the

"Eureka" Grain Dryer

is within the reach of all, and it is practical too. This dryer produces positively the most uniform and satisfactory results in drying, cooling and conditioning damp, wet and musty corn or wheat.

The "Eureka" Dryer is automatic and continuous in operation. Equipped with automatic force feeder and delivery.

Is not an experiment. Many in operation in all parts of the country.



Most Economical to Operate. Easily Installed. Built in All Capacities.
Prompt Delivery. Absolute Satisfaction Guaranteed.

Full Particulars on Application

THE S. HOWES CO.

Builders of the "Eureka" Grain Cleaners.

"Eureka" Works, Silver Creek, N. Y.

EUREKA

SOUTHWESTERN REPRESENTATIVE, THE P. H. PELKY CONSTRUCTION CO., WICHITA, KAN.
CHICAGO, ILL., GEORGE J. NOTH, Phone Harrison 5597, 1329-1330 MONADNOCK BUILDING.
PACIFIC COAST, SYPHERS MACHINERY CO., SPOKANE, WASH.
INDIANAPOLIS, IND. J. N. BACON, SPENCER HOUSE.
MINNEAPOLIS, MINN. . . W. E. SHERER, 3RD STREET SOUTH

EUREKA

Certainly

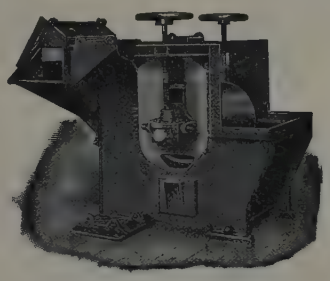
It's a Hall Non-Chokable Boot

If you have never used one for getting up grain, you have missed a good thing. A non-chokable Boot permits every cup to fill full, regularly and constantly. Cups are placed closer on the belt, and can run faster, doubling the capacity of your belt, and requiring no attention when at work.

It never chokes, never stops. Its results are actually marvelous when you compare them.

We send them on trial guaranteeing capacity, and non-chokability; to be tested by you in your business. There is a certain size that will do your work better than another.

Our catalog E explains and illustrates its principle, which will interest you.



HALL DISTRIBUTOR CO.
222 Ramge Bldg. OMAHA, NEBR.

The Hall Signaling Grain Distributor is a

Concentrator

Three rough boards, made into a trough, lashed to the elevator head, is a Distributing spout; and such is often used. It is cheap in first cost, but it distributes **too much.** That is the fault of all distributing devices except

The Hall

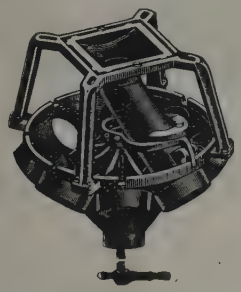
which concentrates the grain into one stream at a time; into one bin at a time; which saves mixtures; saves anxiety; saves time; saves grain.

The Hall is a mechanical device, scientifically designed, performing every function of economical grain distribution to perfection, and is absolutely reliable and fool proof.

Every user in every state—(send for the list) can testify to all this.

You can't afford to handle grain without it.

Booklet B illustrates it. Sent on trial.

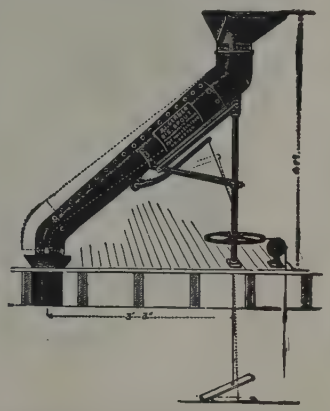


HALL DISTRIBUTOR CO.
222 Ramge Bldg. OMAHA, NEBR.

GOOD EQUIPMENT

is the cheapest—it will give satisfaction at all times, and can be depended upon when wanted most.

The **Gerber Improved Distributing Spouts** are made by skilled workmen, from the best of material. They have a reputation to sustain and must be right. Our largest customers are the ones who have bought from us for years. They know if GERBER ships it it is right.



I make a Specialty of Elevator and Mill Spouting Write for Particulars

J. J. GERBER, MINNEAPOLIS, MINN.

SKELETON FRAME INDUCTION MOTOR

¶ Where the fire risk is very great, as in flour mills and grain elevators, the new skeleton frame induction motor, manufactured by the General Electric Company specially for mill work, is cheaper, safer and more enduring than any other form of power or style of motor.

¶ Motor drive guarantees reduction in power used and increase in production and capacity.

¶ The skeleton frame induction motor guarantees safety, economy and simplicity.



¶ Follow up this suggestion by writing for the story of Motor Drive and the Skeleton Frame induction Motor Book No. 762-E.

General Electric Company

Principal Office, SCHENECTADY, N. Y.

Chicago Office, Monadnock Bldg. Sales Offices in all Large Cities.
1304

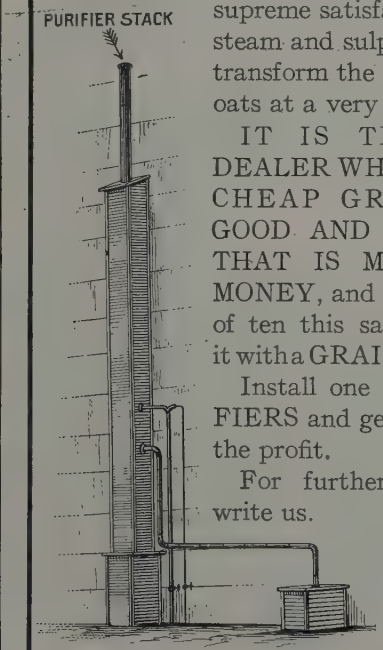
Grain Purifier and Bleacher

This is a simple machine which gives supreme satisfaction. A little steam and sulphur fumes will transform the quality of your oats at a very small cost.

IT IS THE GRAIN DEALER WHO CAN MAKE CHEAP GRAIN LOOK GOOD AND SELL WELL THAT IS MAKING THE MONEY, and nine times out of ten this same fellow does it with a GRAIN PURIFIER.

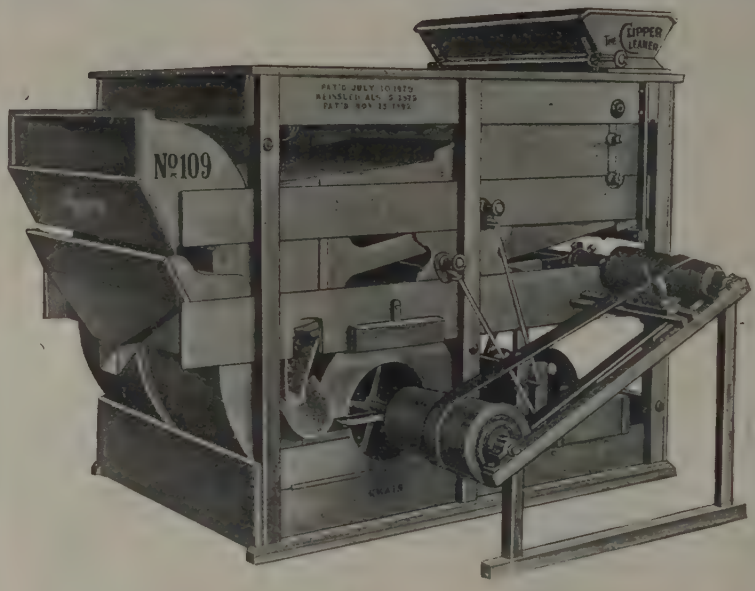
Install one of our PURIFIERS and get your share of the profit.

For further particulars write us.



U. S. GRAIN PURIFIER CO.
EARL PARK, INDIANA

THE No. 109 CLIPPER SEED AND GRAIN CLEANER

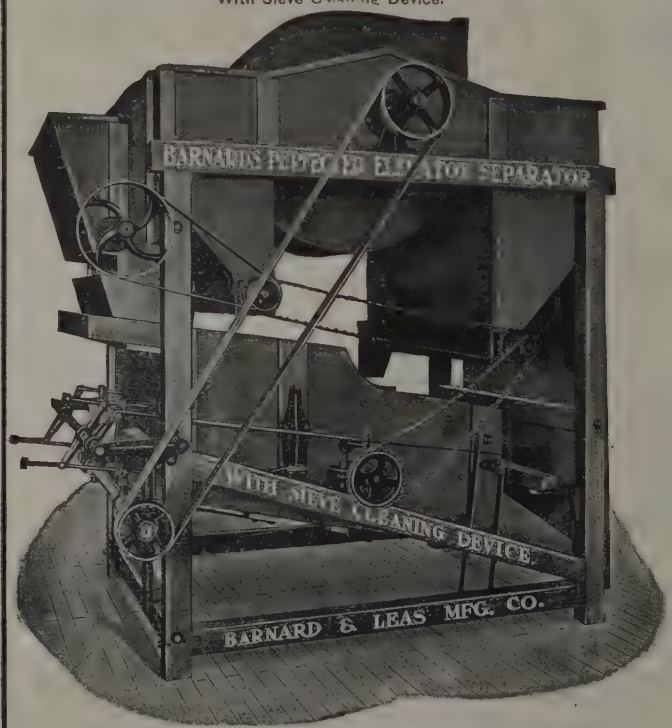


shown here has our perfect Traveling Brush device on the screens to keep them from clogging, which enables it to do better work than any other Cleaner. It also has our special Air Controller, which an experienced man will see at a glance is a perfect device for regulating the air blast. It has three full length screens and one-half length scalper screen which makes it very desirable for handling dirty or chaffy seed, grain or corn. The excellent results obtained on this machine and the small amount of power required by it will surprise you if you have not operated one of our Cleaners.

We guarantee it to give perfect satisfaction on clover or timothy seed or any kind of grain and it can be operated with one-fourth the expense for power of any suction cleaner on the market. If you are looking for a first-class, up-to-date cleaner of good capacity, we would be glad to send you catalog and give prices and particulars upon request.

A. T. FERRELL & CO., Saginaw, W. S. Michigan

Barnard's Perfected Warehouse and Elevator Separator.
With Sieve Cleaning Device.



Barnard Perfected Elevator Separator

Makes the most efficient sieve and air separations of any machine on the market. They are under the full control of the operator at all times.

The sieve cleaning device works under the sieves. Thus it lifts the trash out of the holes and causes it to tail over instead of assisting it to pass through with the grain. This results in keeping the sieves perfectly clean at all times and insuring positive and uniform work.

We also make

The Cornwall Corn Cleaner.

The Victor Corn Sheller.

Willford's Light Running Three Roller Feed Mill.

Barnard's Two and Three Pair High Feed Mills and a complete line of Flour Mill and Elevator machines and supplies.

Send for latest circulars.

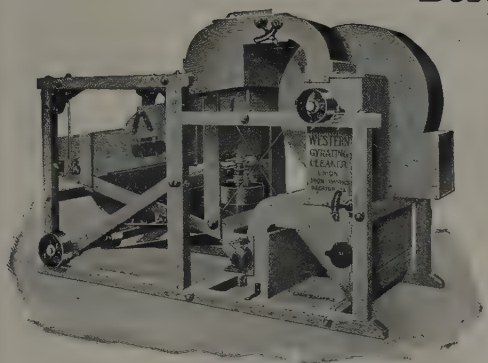
Barnard & Leas Mfg. Co.

Builders of Elevator Machinery and Supplies.

MOLINE, ILLINOIS

WESTERN SHELLERS AND CLEANERS

Best on Earth



THE WESTERN GYRATING CLEANER

Made in seven sizes. Capacities from 200 to 1,800 bushels per hour.

Rotary motion.
Perfect balance.
No shake.
Perfect cleaning.
Cleans all kinds of grain.
Noiseless, strong, compact and durable.



THE WESTERN PITLESS SHELLER

Made in three sizes. Capacities 300 to 1,300 bushels per hour.

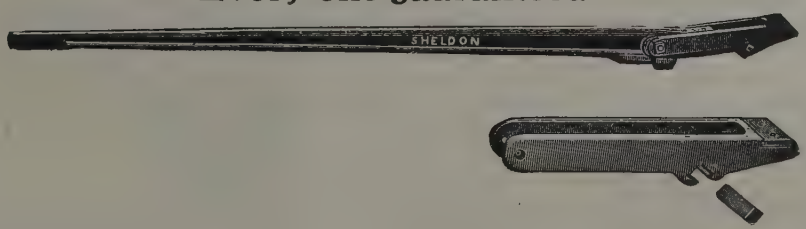
Will not crack the corn.
Does not require a pit or tank under your elevator.
Discharges directly into the booth.
Fan chamber is adjustable; can be changed to discharge either to right or left, under or over.
Fitted with our patent adjusting lever, enabling the operator to adjust cylinder while running to all kinds and conditions of corn.

A Complete Line of Elevator Equipment—Plans and Specifications Furnished

UNION IRON WORKS DECATUR, ILL.

BARGAIN! BARGAIN!!

For 10 Days From this Date (Dec. 10) We Will Sell Sheldon Car Movers at $3.00 net each, Cash with Order or Shipped C. O. D. Every one guaranteed.



¶ With this bar one man can easily move a loaded car even on a poor track. This offer only holds good for 10 days. Regular price is $5.00.

¶ We manufacture all kinds of Grain Elevator Machinery. Send for Catalog.

SKILLIN & RICHARDS MFG. CO., CHICAGO

Johnson's Grain Dryer and Renovator

Chicago, Sept. 11, 1908.

E. G. Isch & Co., Peoria, Ill.

Gentlemen:—In reply to your request for our opinion on the Johnson Dryer, you installed recently in our plant, would say that it fulfills all promises and all you claim for it.

It was installed as an experiment as there was no other one in this city and the best recommendation we can give it is that we accepted it and paid for it.

The dryer can be run without extra help night and day and Sundays, and even in damp weather the air from the dryer goes into the bins perfectly dry. We made some very severe tests on wet salvage grain with good results and on damp grain there is no question that it will put the same in condition usually with 8 to 12 hours' application.

We consider the dryer past the experimental stage now and congratulate you upon having the most satisfactory device for drying damp grain.

To obtain the best results, however, a large compressor should be used.

Wishing you success, we are

Respectfully yours,

MUELLER & YOUNG GRAIN COMPANY

H. MUELLER, Pres.

E. G. ISCH & CO., Peoria, Illinois

Eventually

you will realize the folly of paying corn price for water; why not install a

HESS (U. S.) MOISTURE TESTER

now, and begin handling the new corn right.

Anyone can use it. Makes correct tests in 20 minutes. Heated by gas, gasoline, alcohol or kerosene.

PRICES F. O. B. CHICAGO:

2 Compartment, Complete, . .	$40.00
4 Compartment, Complete, . .	50.00
6 Compartment, Complete, . .	60.00
Torsion Balance, Recommended and used by U. S. Department of Agriculture	23.00

Hess U. S. Moisture Testers are used by many leading grain dealers and exchanges.

Send for free booklet with instructions for testing grain for moisture.

HESS WARMING & VENTILATING COMPANY

907 Tacoma Building, CHICAGO

P. S.—Hess Grain Driers are used everywhere. Made in all sizes—for all kinds of grain and seed.

HESS-DRIED IS BEST DRIED

Clark's Decimal Grain Values.

Saves Time, Money and Prevents Errors

It shows at a glance or with the simplest addition the cost of any quantity of grain at any possible market price and reduces pounds to bushels on the same page.

The values are shown directly from the pounds without reducing to bushels.

Pounds are shown in red figures, and values in black. The price being given at top and bottom of columns on each page.

Reductions to bushels are given in two columns, the larger showing the equivalent of the full line, or thousands, in the pounds column; the smaller the hundreds only.

The complete book comprises four sets of tables as follows:

No. 31. **Oat Values** 10 to 79 cts. per bushel and reducing any weight to bushels of 32 pounds. Bound in manila. Price, $2.00.

No. 32. **Corn, Rye and Flax Seed Values,** 10 cts. to $1.09 per bushel, and reducing any weight to bushels of 56 pounds. Bound in manila. Price, $2.00.

No. 33. **Wheat, Clover, Peas and Potato Values,** 30 cts. to $1.59 per bushel and reducing any weight to bushels of 60 pounds. Bound in manila. Price, $2.00.

No. 34. **Barley and Buckwheat Values,** 20 cts. to $1.49 per bushel and reducing any weight to bushels of 48 pounds. Bound in manila. Price $2.00.

These tables can be used for Timothy Seed at 45 pounds per bushel and for Corn in the Ear at 70, 72, 75 and 80 pounds per bushel.

No. 35. The complete book contains the four sets of tables, printed on 80-lb. book paper and bound in art canvas. Price $5.00 per copy.

No. 36. The same as No. 35, but printed on heavy linen ledger paper and bound in cloth, half leather. Price $6.00 per copy.

For any of the above, address.

Grain Dealers Journal

255 La Salle St., Chicago, Ill

CHICAGO BOARD OF TRADE SPECIAL TRAIN

TO

OMAHA

GRAIN EXCHANGE DAY

National Corn Exposition December 15

VIA

THE NORTH-WESTERN LINE

Will leave Wells Street Station, Chicago, 6:05 P. M., Monday, Dec. 14th; returning leave Omaha Tuesday evening, arrive Chicago Wednesday morning. The equipment will be of the finest, including Pullman Standard Compartment Sleeping Cars, Composite Observation and Buffet Cars and Dining Cars, electric lighted throughout.

This special train will be run under an arrangement completed by the Transportation Committee from the Chicago Board of Trade.

NW825 For reservations and full particulars, apply to

F. M. BUNCH, Chairman, Room 97, Board of Trade (Tel. Harrison 675)

The Officers and Members

Of the

Omaha Grain Exchange

Will be "AT HOME" to the

Grain Trade OF THE United States

Tuesday, December Fifteenth

Nineteen Hundred and Eight

At Ten O'clock A. M.

"Grain Dealers' Day"

Of the

National Corn Exposition

At the Exchange Rooms, Brandeis Building

Seventeenth and Douglas Streets

Omaha

Anchor Grain Co.
Armour Grain Co.
Atlas Elevator Co.
Beal-Vincent Grain Co.
Benson Grain Co.
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Trans-Mississippi Grain Co.
J. F. Twamley, Son & Co.
Updike Grain Co.
Ware & Leland
Weekes Grain & Live Stock Co.
Welsh, Paddock & Co.

ELEVATORS FOR SALE.

GOOD PAYING elevator and mill for sale. Write us. Buckeye Brokerage Co., C. B. Jenkins, Mgr., Marion, Ohio.

FOR SALE or exchange for good farm land, terminal transfer and cleaning grain elevator at Kansas City, Mo. Address De, Box 4, Grain Dealers Journal, Chicago.

ELEVATOR FOR SALE on Wabash R. R. in Ind. 24,000 bu. cap.; handle 150,000; no competition. Address Nosliw, Box 10, Grain Dealers Journal, Chicago.

I WILL SELL my elevators, corn crib, coal business, and residence, having drawn a homestead claim in Tripp Co., S. D. Apply at once to B. B., Box 6, Rokeby, Nebr.

A MONEY-MAKING GRAIN BUSINESS in Illinois for sale. Coal and lumber also handled. Good churches and schools. Bargain if taken soon. Address W. J. Rich, Congerville, Ill.

FOR SALE.—Elevator on C. M. & St. P. Road. Central Iowa. One competitor; 200-car station. Bargain if taken at once. Address Wood, Box 4, Grain Dealers Journal, Chicago, Ill.

UP-TO-DATE cribbed, iron-clad elevator for sale; bean district of Mich. Sell flour and cement; large feed mill; 20 h. p. gasoline engine. Best of reasons for selling. W. H. Allswede, Sanford, Mich.

FOR SALE OR TRADE for improved Iowa or South Dakota land, two modern 35,000 bushel elevators in central Iowa, with a good business. Address G. W. P., Box 9, Grain Dealers Journal, Chicago.

FEED MILL and wood yard for sale; two 50-ft. lots in a good thriving town; has population of 1,400. Will sell at big bargain if taken at once. Address Box 205, Dawson, Minn.

WILL SELL: One half interest in my elevator and coal business also my Litter Carrier. A good money making proposition for a good man. W. J. Herscher, Buckingham, Ill.

FOR SALE—12,000 bu. elevator corn cribs; coal and stock business in Northern Iowa. In good oat and corn country; big station owner had other business. Address C. E. F., Box 9, Grain Dealers Journal, Chicago.

FOR SALE—Grain, coal and feed business in Illinois on C. & A. Ry. Plant includes 50,000 capacity gasoline power iron-clad cribbed elevator building. Cribs for 15,000 bu. ear corn. Coal houses for 200 tons hard and soft coal. Feed grinder, etc. All in first-class condition. Handles 150,000 bus. grain annually. Price $8,000. Address Door, Box 11, Grain Dealers Journal, Chicago.

FOR SALE—Line of nine elevators, including fine cleaning plant, located in the best small grain and corn country of Southern Minnesota. The large corn crop, in addition to the small grain, assures good business the year round. Each elevator practically new and strictly modern; all are good money-makers. Good coal business in connection. For particulars, address Box 27, Commerce Station, Minneapolis, Minn.

ELEVATORS FOR SALE.

ELEVATOR FOR SALE. Cribbed, in good condition. 40,000 bus. cap. Nearly a block of ground. Corn cribs, coal sheds, also tile; doing a good business. 8-room residence and 6 lots. For particulars address Mendenhall & Searl, Princeville, Ill.

FOR SALE—Elevator on Wabash R. R. in western Ill. 7000 bu. capacity. Well equipped. New 10 h.p. International Gasoline Engine. Handled 125 cars past year. Will sell right if taken soon. Address Walt., Box 11, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE—We have a large list of extra good bargains in elevators in first-class locations, doing good business. Write for prices, terms and descriptions, giving location you prefer. Iowa Mill & Elevator Brokers, Independence, Iowa.

ELEVATORS FOR SALE—3 elevators on R. I. in western Iowa, 2 with lumber yards, all with coal. 3 on M. & St. L. between Des Moines and Ruthven, taken together as good if not the best small line in the state. May consider Iowa improved farms for part. Answer L. B. 1055, Des Moines, Iowa.

FOR SALE—Elevator and Lumber Yard, Wood and Coal, Feed Mill in connection. Good paying business. Splendid opening for an experienced elevator or lumber man. Good reason for selling. Located on main line G. N. R. R. in famous Mouse River Loop. Address Box 254, Granville, N. D.

FOR SALE OR EXCHANGE for good farm land in North or South Dakota, or Western Minn., 25,000 bu. elevator and feed mill in southwestern Minn. Equipped with dump scales, hopper scales, cleaner, two engines and feed mill. Good wood, feed and seed trade. Address W. T., Box 7, Grain Dealers Journal, Chicago.

FOR SALE.—100,000 bushel elevator on the Chicago & Eastern Illinois railroad, in western Indiana, located about 100 miles from Chicago. This is one of the best elevator properties in Indiana does a business of about 300,000 bushels a year. Write for description. Address Dence, Box 9, Grain Dealers Journal, Chicago, Ill.

TWO ILLINOIS ELEVATORS for sale at a bargain. 60,000 bus. eltr. on the I. C. R. R. handles 200,000 bus. corn and oats yearly. Also a 35,000 bus. eltr. nearby on same road which will handle 100,000 bus. annually. Both new and well equipped. Good coal trade at each station. Address C. C. C., Box 6, Grain Dealers Journal, Chicago, Ill.

SPECIAL INDIANA ELEVATOR BARGAINS. One $15,000 ships 300,000; one $25,000 ships 350,000; one $30,000 ships half million; one $35,000 ships half million; one $38,000 ships 400,000 local and large track, drying and mixing business. One $18,500 city transfer and 150,000 local and $10,000 retail coal and feed, per month. 2 modern elevators, $11,000 ship 225,000, best on the map. BARGAIN. Plenty all kinds bargains. Give you good work. John A. Rice, Broker, Frankfort, Ind.

ELEVATORS FOR SALE.

FOR SALE—A grain elevator at Aboite, Ind.; also hay warehouse. Fine opening for grain, hay and coal business. Will sell on time or take good farm land part payment. The opportunity of a life time to good party. Write S. Bash & Co., Fort Wayne, Ind.

FOR SALE—Big 4 Elevator and feed mill in Western Ohio. Large feed and coal business. Ship 100 cars a year. Nearest competition 7 miles. Good reasons for selling. If sold soon, $6,000. Easy payments. Address C. F., Box 7, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

WANTED—To lease an elevator. Address Lock Box 287, Greenville, O.

WANT TO BUY an elevator in North Central Ohio. Address Box 189, Sycamore, O.

WANTED—An Ill. elevator for cash, handling 200,000 bu. or more annually. Conditions must be right. Address 774 N. Broad St., Galesburg, Ill.

WANT to trade equity in good 160 acre Minnesota Farm for elevator in Northern Minn. or North or South Dakota. N. N. Biever, LaMoure, No. Dak.

WANTED—An elevator doing at least 150,000-bu. business yearly, tributary to Chicago market. Prefer Eastern Ill. or Western Ind. Ear Corn Station. Address Monarch, Box 11, Grain Dealers Journal, Chicago.

A Splendid Opportunity

awaits the man who will buy an old established, successful grain business and take charge of it. Buyer will need $100,000. The average earnings for a term of years make the price look small. Careful investigation will convince the most skeptical that here is the chance to secure a profitable business which it has taken many years to establish. No time to waste with middle men or triflers. Address Will Retire, Box 10, GRAIN DEALERS JOURNAL, Chicago.

SHIPPERS
are continually consulting these pages. If you want their business, use space in the Grain Dealers Journal

MISCELLANEOUS.

WANTED—To buy grain upon joint account. Can furnish some cash. Best of references. Address P. H. L., Box 11, Grain Dealers Journal, Chicago.

RICE MILL READY FOR OPERATION. Well located on two railroads; will sell at a bargain and on easy terms to responsible people. Address Jesse H. Jones, Commercial Bank Bldg., Houston, Tex.

ELEVATORS FOR SALE—A few nice bargains for $5000 to $7500 in good corn and oats territory, in towns where there are good schools and churches, not far from Chicago. You will make no mistake if you get any one of them. James M. Maguire, Campus, Illinois.

ELEVATORS FOR SALE—Just the kind you are looking for, and at prices to suit your purse. Let me know about what you want, and how much you wish to pay, in first letter. Am sure I can suit you. James M. Maguire, Campus, Ill.

DRAIN TILE FACTORY.—The best manufacturing business in this country. We now have as many orders as we can handle and no stock on our yards. Up to date plant located in Central Indiana making 7 to 9 car loads per week and running very profitably. Will prove it to you if you are interested. Will sell the plant for $9000, which is a bargain. It will take perhaps $3000 to $4000 for working capital. A good proposition. Good reason for selling. Address O. D. T., Box 8, Grain Dealers Journal, Chicago, Ill.

COTTON SEED MEAL FOR SALE.

COTTON SEED MEAL for sale. We can quote you low prices on best grades. Correspondence solicited. Union Grain Co., Guthrie, Okla.

PURE OWL BRAND COTTON SEED MEAL. Known everywhere for its high feeding qualities. Registered analysis. Write for prices and booklet on feeding. F. W. Brode & Co., Memphis, Tenn.

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Memphis, Tenn.

Cottonseed Meal
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The safest and best cattle food made
Price today, $20.00 per ton, f. o. b. Memphis
Stock keep healthy, sleek and fat on it
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Peacock Cottonseed Meal Co.
MEMPHIS, TENN.

SITUATIONS WANTED.

POSITION wanted by an experienced and capable grain man as auditor or business solicitor. Address Paris, Box 1, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED in cleaning or transfer house; 15 years. exp.; fully competent. References. Address W. P. L., Box 9, Grain Dealers Journal, Chicago.

SITUATION WANTED by a competent man of 10 yrs. exp., with A-1 ref.; as grain buyer and lumber salesman. Address Bert, Box 8, Grain Dealers Journal, Chicago.

POSITION WANTED in elevator in Ohio or Ind. Age 23; single. Plenty of references; farmer's son. Just completed Business College. Address O. D. Firestone, R. D. No. 1, West Salem, O.

WANTED—Position as buyer, manager, or solicitor, by married man, age 37. 20 years' experience buying and handling seeds, grain, feed and hay. Have traveled all the grain states and know the trade. Highest recommendations. Address Expert, Box 11, Grain Dealers Journal, Chicago.

POSITION WANTED by young married man; age 29; as agent or grain buyer for Elevator Co., or assistant in larger house; 10 years experience in handling grain, 7 years in Neb.; 3 years in Mo. Can furnish references. State salary paid and full particulars in first letter. Address Grundle, 422 N. Marlton St., Moberly, Mo.

POSITION WANTED by a man of 20 years experience in the grain business and with a very large acquaintance, especially in Indiana. Fully competent to handle any phase of the grain business. Know that I can control a large number of shippers. Am perfectly willing to demonstrate my ability to make good. To a firm who wishes to increase its business, I offer my services. Address Hoosier, Box 11, Grain Dealers Journal, Chicago.

ALFALFA MEAL FOR SALE.

We are booked ahead on ALFALFA MEAL. Let us send you sample and prices delivered. F. G. Olson, Wichita, Kas.

MILLS FOR SALE.

FOR SALE 60 bbl. Plansifter Mill at Dry Ridge, Ky. Plenty wheat, fine grist trade. Rare chance for first-class miller who has little money. Address Robt. Taylor quick, Higginsport, O.

A 35-BARREL STEAM MILL in good order. Oscillator system; put in one year ago. Good wheat and corn country. Good trade. For particulars address C. W. Burton, Cuba, Ohio.

MISSOURI MILL FOR SALE. Daily capacity 100 barrels flour and 40 barrels cornmeal. Steam power. Erected in 1902; in good repair; running all the time. Located on main line of Frisco R. R., in the heart of famous Ozark Fruit District. Large exchange and local business. Price extremely low. Address Great Western Milling Co., Koshkonong, Mo.

PARTNERS WANTED.

WANTED—A competent business man with $15,000 to $25,000 cash, to take stock and active part, if desirous, in a profitable and well-established grain business. Address 31 Chamber of Commerce, Minneapolis, Minn.

PARTNER WANTED—Young man to take half interest in a paying business, identified with the grain trade. $5 000 necessary. Good position with investment. Will consider elevator, farm, or city property for part or all of purchase price. Address W. F. C., 204 Moeller Bldg., Decatur, Ill.

HELP WANTED.

WANTED—Brokers to represent Baltimore Grain Receiving House in Ohio and Indiana. Address Broker, Box 11, Grain Dealers Journal, Chicago.

SALESMAN WANTED—to handle wheat and buckwheat flour in Chicago and nearby territory. Splendid opportunity for a good man. Address Salesman, Box 10, Grain Dealers Journal, Chicago.

MISCELLANEOUS.

WE DO NOTHING BUT SELL ELEVATORS. Always have plenty of bargains. All listed subject to prior sale. Give full details of your wants in first letter. John A. Rice, Frankfort, Ind.

DO IT NOW.

GRAIN DEALERS JOURNAL
255 La Salle St., Chicago, Ill.

Gentlemen:—Enclosed find One Dollar and Fifty Cents for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of firm.....

Capacity of Elevator Post Office.....

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ENGINES FOR SALE.

GASOLINE engines for sale, 10 h.p. Temple Pump Co., 15th Place, Chicago.

ONE 12 H. P. Olds Gasoline Engine, complete, in good condition, for sale at a bargain. Call or write J. T. Riemke, Pesotum, Ill.

FOR SALE—One 25 H. P. Columbus Gasoline Engine; good as new. Price reasonable. Inquire of Versailles Grain Co., Versailles, O.

FOR SALE AT A BARGAIN, a $450 Otto Gasoline Engine, horizontal action, 8½ H. P., 4½ ft. drive wheels. Address Updike Co., Memphis, Tenn.

FOR SALE—One 8 H. P. Charter Gasoline Engine, new cylinder; good as new throughout. Address Engine, Box 11, Grain Dealers Journal, Chicago.

BARGAINS in second-hand gas and gasoline engines, guaranteed; 44 H. P. Miami; 25 H. P. Fairbanks; 25 H. P. New Era; 22 H. P. Foos; 8 H. P. Ohio. For further particulars, address Frank Toomey, 131 N. 3rd St., Philadelphia, Pa.

GAS ENGINES FOR SALE.

35 H. P. Lambert.
28 H. P. Fairbanks Morse.
25 H. P. Columbus.
22 H. P. Foos.
20 H. P. Fairbanks.
16 H. P. Lewis.
15 H. P. Fairbanks Morse.
10 H. P. Lewis.
6 H. P. Fairbanks Morse.
6 H. P. Columbus.

Also fifty engines of smaller size and all makes. A. H. McDonald, 62 West Monroe St., Chicago.

GASOLINE ENGINE BARGAINS.

1— 6 H.P. Fairbanks	$125.00
1— 4 H.P. Fairbanks	90.00
1— 2 H.P. Fairbanks oil cooled	75.00
1—2 H.P. Fairbanks Jack of All Trades	60.00
1— 8 H.P. Howe, nearly new	150.00
1—10 H.P. Waterloo	100.00
1—10 H.P. Webster	100.00
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1—12 H.P. Fields Engine, new	334.00
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ALLEN P. ELY & CO.,
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MISCELLANEOUS FOR SALE

GRAIN TESTERS: Three sizes, one pint, one quart and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, Ohio.

BARLEY GERMINATOR For Sale. Made of glass; has eight glass shelves. Size of box 7½x10½x11. Price $5.00. Address Germinator, Box 5, Grain Dealers Journal, Chicago.

FOR SALE AT A BARGAIN—A feed, hominy and meal mill; good machinery. 50 horse steam engine, all in best condition. Good reason for selling. For references and prices, apply to R. E. Burger, Allerton, Ill.

I HAVE FOR SALE, all the fixtures contained in a new 125-bbl. flour mill. The fixtures are all new and up-to-date. Have been run less than one year. These fixtures cost over $8,000 and I will close them out at $2,500 cash. Send for description of same. Address James G. Shriver, Winterset, Ia.

MACHINES FOR SALE.

HESS GRAIN DRYER for sale. Comparatively new, at one-half original value. J. B. Worth Co., Petersburg, Va.

FOR SALE—Western Field Sheller; complete; new. Big sacrifice for cash. $400.00 Rig. O. L. Gordon, Route 6, Robinson, Ill.

$75 buys a No. 175 Eureka Double Receiving Separator; has only cleaned three cars wheat. Address Lenapah Grain & Hay Co., Lenapah, Okla.

A COMPLETE OUTFIT of Elevator Machinery and cleaners, at your price. Best of track scales also. H. L. Dawson, 601 S. Pine St., Creston, Ia.

20-inch modern special attrition mill, in perfect order, with two sets of discs. Will be sold cheap. Address New Winona Mfg. Co., Winona, Minn.

FOR SALE.
1 No. 1 Marseilles Sheller,
1 No. 1 Marseilles Cleaner,
1 No. 5 Monitor Receiving Separator,
Hollister-Whitney Co,
Quincy, Ill.

FOR SALE—1 Western Corn Sheller. No. 2½ capacity, from 700 to 900 bu. per hour; used 5 months. Also our McLeod Automatic Scale, used same length of time, rated to weigh 1,500 bu. per hour. Will sell cheap. C. M. Kerlin & Co., Delphi, Ind.

TWO NO. 7 WIZARD GRAIN CLEANERS, equipped with full set of screens, for cleaning all kinds of grain. One machine has never been used; the other has had about two years' service, but is in excellent condition. Bad Axe Grain Co., Bad Axe, Mich.

WE HAVE for sale, two new Triumph corn shellers, cheap for cash. One complete outfit of machinery, rolls, belting, elevator cleaners, etc., for a 100-brl. flour mill. Must be sold at once; very cheap for cash. One 50 H. P. Gasoline Engine, good as new, at less than half price. Grain Dealers Supply Co., 305 South 3rd St., Minneapolis, Minn.

ENGINES WANTED.

WE WANT a good second hand 25 or 30 H. P. Gasoline Engine. State price; name of make. Address J. & J. Leas, West Manchester, O.

WE WANT a first-class second-hand International make Gasoline Engine, 12 to 15 horse power. Write us. Kinsey Bros., North Manchester, Ind.

MISCELLANEOUS WANTED.

WANTED—Twenty second-hand 50-pound test weights. Foster Grain Co., Lincoln, Neb.

BRAN FOR SALE.

LARGE FLAKY Winter Wheat Bran, sacked. H. H. Emminga, Golden, Ill.

NEW BRAN: We are making prices for December and January shipment. Let us hear from you if interested. F. G. Olson Grain Co., Wichita, Kas.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

FOR SALE one pair of Fairbanks track scales, second hand. S. W. Allerton, Allerton, Ill.

ONE 600 BU. Fairbanks hopper scale, good as new, for sale. Address McLeod Bros., Bloomington, Ill.

ONE 6000 lb. Monarch Hopper Scale, good as new, for sale cheap. Address John McClune, Hoyt, Kans.

FOR SALE: New and second hand wagon, hopper and R. R. Track scales at reduced prices. All kinds of scales repaired. Beckman Bros., Des Moines, Iowa.

SCALES of all kinds repaired rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

ENGINES AND BOILERS.

FOR SALE—25 H. P. steam engine and boiler, in fine condition. Address Burr, Box 11, Grain Dealers Journal, Chicago.

BARGAINS IN BOILERS.

Just as good as new, four 60 in. diameter, 16 ft. long, 58 flues, 90 h. p. boilers. Address South Chicago Elevator Co., 240 La Salle St., Chicago, Ill.

FOR SALE.
ENGINES AND BOILERS.

Engines—Corliss, Automatic and Throttling, all sizes from 1 to 500 H. P.
Boilers—Horizontal, Portable and Vertical, all sizes from 1 to 200 H. P.
Pumps, Heaters, Tanks, Saw Mill and General Machinery.
Write for our prices on your requirements.

The Randle Machinery Co.
1748 Powers St. Cincinnati, O.

ALFALFA MEAL
and Alfalfa Stock Foods
The most economical, the least expensive. Write for prices.
H. C. THOMPSON, Wichita, Kan.

THE TOLEDO FIELD SEED CO.
CLOVER AND TIMOTHY SEED
Consignments Solicited.
Send Us Your Samples.
ASK FOR OUR DAILY BIDS
TOLEDO, OHIO

I BUY AND SELL
Salvage Grain, Screenings and Off Grades of Grain and Feed
WM. B. GALLAGHER
72 Pearl Street - - BUFFALO, N. Y.

GRAIN WANTED.

MILLING BUCKWHEAT wanted. Address H. J. Klingler & Co., Butler, Pa.

MILLING BUCKWHEAT wanted. Prattsburgh Roller Mills, Prattsburgh, N. Y.

WE ARE in the market for speltz in car lots. Send liberal sized samples. Moore-Lawless Grain Co., Kansas City, Mo.

HOT AND DAMAGED CORN of every description wanted. Address L. F. Miller & Sons, 2931 N. Broad St., Philadelphia, Pa.

J. A. Bushfield & Co., Grain Brokers, 327 Sedgwick Bldg., Wichita, Kans. Buyers of all kinds of grain for mills and elevators. Write for bids.

GRAIN FOR SALE.

RYE FOR SALE. Write for samples and prices. The Pierce Grain & Hay Co., Van Wert, O.

FOR SALE—Oats and corn in car lots. Ask for quotations. Buckland Milling Co., Buckland, Ohio.

DEALERS wanting corn north and west will profit by inquiring of The Harrington Grain Co., Sioux Falls, S. D.

MILLERS wanting choice milling wheat of any variety can get their supply from The Harrington Grain Co., Sioux Falls, S. D.

JAPANESE BUCKWHEAT — Recleaned Japanese Buckwheat, dry and cool. Write for prices and samples. H. B. Low & Son, Orangeville, Pa.

NEW WHEAT: TURKEY hard and ordinary. MILLING wheat. Samples and prices on application. F. G. Olson Grain Co., Wichita, Kansas.

KAFFIR CORN.—We are the largest shippers in the West. Correspondence invited. If you want to get Kaffir direct from where it is grown, write to J. C. Haines & Co., Augusta, Kans.

FOR SALE—Wheat, Corn, Oats, and Kaffir Corn. Delivered prices made on request to any points in the United States. Stevens-Scott Grain Co., Wichita, Kans.

NEW KAFFIR CORN and Milo Maize will soon be moving. Drop us a card if you want our regular quotations. Western Grain Co., Wichita, Kan.

SEEDS FOR SALE.

MEDIUM clover seed for sale. Get samples and prices. W. C. Raucsher, Lockridge, Ia.

CLOVER SEED, free from buckhorn; prices right. Write for samples. The Pierce Grain & Hay Co., Van Wert, O.

WE HAVE the biggest and finest crop of red clover seed ever grown. Write us for samples and prices. S. Bash & Co., Fort Wayne, Ind.

A LARGE AMOUNT of ninety-day Red Seed Corn for sale; every bushel guaranteed. Write for prices in quantities delivered any time. J. G. Huls, Box 216, Gifford, Ill.

CLOVER SEED.—Mammoth, Little Red, Alsyke. No Buckhorn. Write for samples and prices. Oats and Corn, straight or split cars. Bourbon Elevator Co., Bourbon, Ind.

SEED FOR SALE—Medium and Mammouth Clover, free from buckhorn; Alsike free from sorrel; also Timothy. Write for samples and prices. Nathan & Levy, Ft. Wayne, Ind.

FOR BRAN, Shorts, Kaffir Corn, Cane, Millet, Clover, Alfalfa Seed, and Alfalfa Meal, and Red Texas Oats, write Simonds-Shields Grain Co., Kansas City, Mo., for prices. Can ship straight or mixed cars.

THE BEST ALFALFA SEED GROWS "OUT THERE IN KANSAS." We sell it. Ask for samples and prices. Small booklet on Alfalfa mailed free of charge. The Barteldes Seed Co., Lawrence, Kansas.

DAKOTA SEED CORN beats the world. Adapted for all central and northwestern states. Write for our special offer to elevator men to introduce this selected Dakota seed corn to farmers in their vicinity. Address L. N. Crill Seed Co., Elk Point, S. D.

SEEDS WANTED.

FIELD SEEDS and kaffir corn. Send samples. J. Oliver Johnson, Chicago.

QUOTE US Millet, Kaffir Corn, Milo Maize, Cane Seed. Address The Quaker Oats Co., Chicago, Ill.

WANTED—German and Siberian Millet, Cane and Kaffir in car lots or less. Archias' Seed Store, Sedalia, Mo.

SEEDS WANTED—Clover, Timothy, Blue Grass, Orchard, Millet, etc. Send samples, D. I. Bushnell & Co., St. Louis, Mo.

bad Buck-horn lots, and Clover tailings. Send fair, average samples, with bottom prices, or ask for bids. C. C. Norton's Sons, Greenfield, O.

FIELD PEAS, Scotch, Green and Yellow. Pop Corn, Kaffir Corn, Millets and Speltz. Send samples, quote prices, and give freight rates to Pontiac, Mich. Address The C. E. DePuy Co., Stockbridge, Mich.

WE ARE buyers of Medium, Mammoth Clover and Timothy Seed. Please send samples. We are sellers of Canadian Alsike. Write us for samples and prices. The Steele, Briggs Seed Co., Limited, Toronto, Ont., Canada.

SUNFLOWER SEED WANTED. We wish to get in touch with anyone who has large or small quantities of sunflower seed for immediate shipment. Let us know what you have and we will make you a bid. Address Sunflower, Box 10, Grain Dealers Journal, Chicago.

BUCKWHEAT FLOUR FOR SALE.

CHOICE pure Buckwheat Flour for sale. Prompt shipment. Miner-Hillard Milling Co., Wilkes-Barre, Pa.

CARGILL ELEVATOR COMPANY
Wholesale Dealers in Field Seeds
MINNEAPOLIS, MINN.

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GET OUR PRICES

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Clovers
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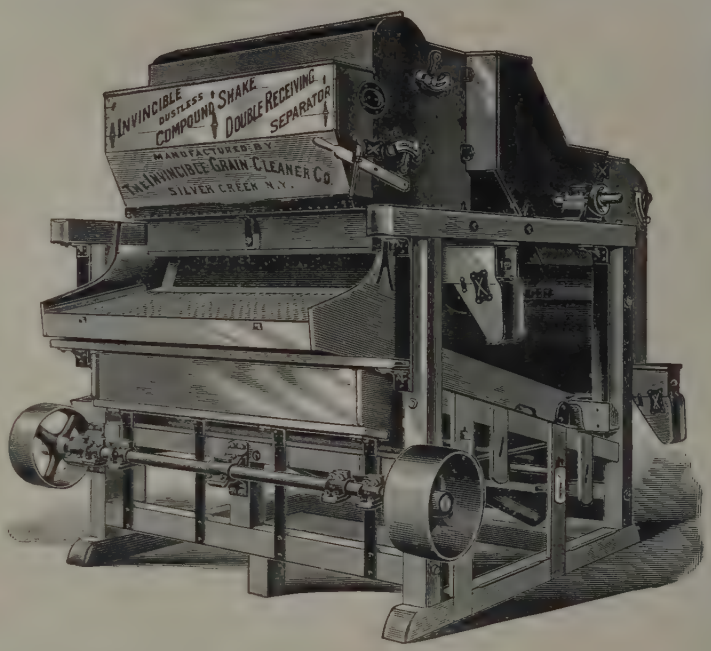
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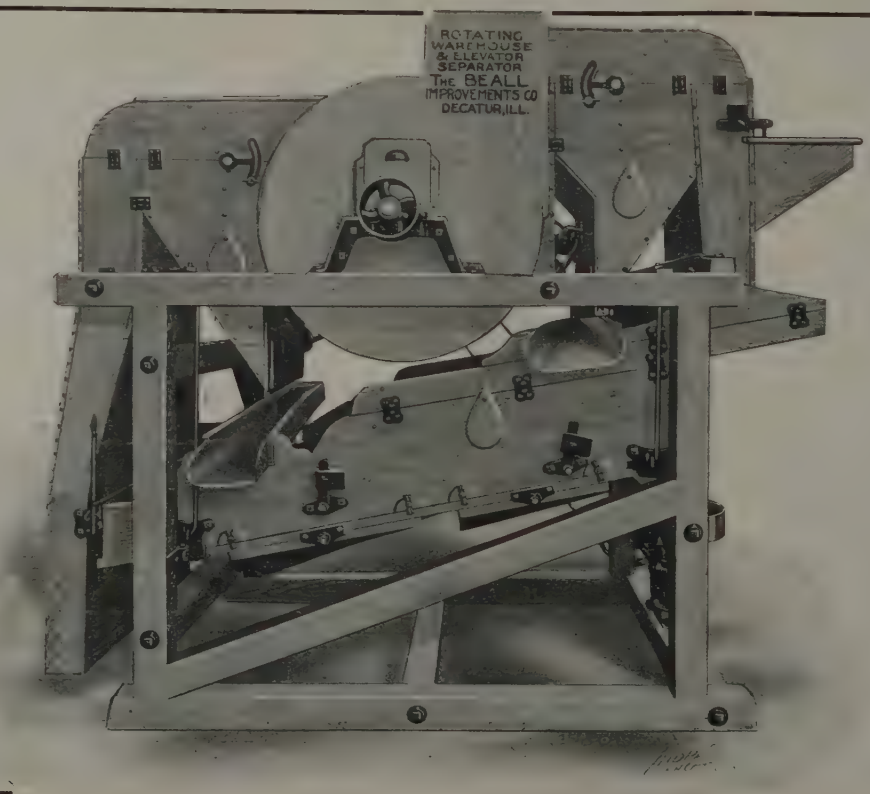
¶ "INVINCIBLE" on any grain cleaning machine has been backed by our time and money until the *name* now means "SATISFACTION" to elevator operators.

JOIN THE FAMILY

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Here it is!

The best Grain Separator ever offered to grain dealers.

Write for our new descriptive circular No. 10.

The Beall Improvements Co.
Decatur, Ill.

GRAIN DEALERS JOURNAL

Published on the
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by the
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A Red Wrapper on your Journal means your subscription has expired.

The Advertising

value of The Grain Dealers Journal as a medium for reaching the progressive grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms place your announcements in the leading Journal.
The rate for Advertisements in the "For Sale" and "Wanted" Departments is 15 cents per line for each insertion.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are a'ways welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.

GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., DECEMBER 10, 1908.

WHEN YOU see a car leaking, take its number, initials, time, and place, and forward the facts to the Journal for publication.

BRAZIL'S coffee corner is ending so disastrously, few Governments will again attempt to regulate the price of any agricultural product.

COLD WEATHER and higher prices seem certain to bring about an increased movement of new corn, for which receivers and brokers have been ardently hoping, these many days.

WELL-COOPERED cars do not often leak, unless wrecked in transit, but enough of them leak to prove that some shippers are frequently mistaken when they think their car is well coopered.

THE TWO wonders of 1908—Alaska Wheat, with its 227 bus. to the acre, and Miracle Wheat, with its 100 bus. to the acre—are doomed to pass into the records of buyers with other expensive and useless ventures.

COUNTRY ELEVATOR men who store grain for farmers would avoid bitter disputes and lawsuits by having it clearly understood that the grain is stored at owner's risk of destruction by fire or other disaster beyond the control of the elevator man.

JOYFUL NEWS: Some western railroads altho using nothing but the uniform B/L have not sufficient nerve to require shippers to sign it or be charged an additional 10% on their shipments.

OVERHEATED office stoves are beginning to produce their annual quota of known and mysterious fires. No dealer can afford to take chances. Protection against this hazard is easily obtained without much expense.

ANTI-BUCKET SHOP bills are promised without number during the present session of Congress. So many state legislatures have already outlawed these iniquitous institutions, Congress must soon do something or there will be no bucket shops to legislate against.

THE GREED of the telegraph companies is driving the members of the organized grain exchanges to the establishing of direct lines between the different markets. If the telegraph companies were required to give good service for a reasonable charge, such a move wud not be necessary.

PELLAGRA, a very peculiar disease, which for many years, has been an endemic in northern Italy, has recently made its appearance in Atlanta, Ga., where four, out of the six cases discovered, have proved fatal. It is supposed to result from eating corn which was not properly ripened.

KANSAS DEALERS, at a meeting in Atchison last Friday, decided to take prompt steps to prevent the use of new uniform B/L in Western classification territory. Shippers west of Missouri are more thoroly aroused against this imposition than even the greatest sufferers—those in the Central Freight Ass'n territory.

IF FARMERS are so very prosperous, as all reports and indications seem to prove, then why shud the poor grain dealers find it necessary to advance money on grain not yet brot to market? The practice is one which leads to disputes, misunderstandings, and irritating differences. Farmers who desire to borrow money shud be sent to the banker, who is engaged in the money-lending business.

FOUR SERIOUS accidents which have occurred recently in grain elevators are recorded in this number. So far but one death has resulted, but the maimed and injured operators cannot be compensated for their loss. As the grain elevator becomes cluttered with more and more machinery, greater precautions and more safeguards are needed, in order to prevent the many accidents now occurring. The operators, as well as the owners, of the grain elevators, are duty-bound to exert themselves in reducing the hazardous death traps around their plants. Get busy, before it is too late.

THE EASTERN TRUNK Lines have not yet decided how much they must advance their rates in order to pay good dividends on all the watered stock and interest on obligations issued, but they're figuring vigorously and hope to arrive at some conclusion within the next two months. In the meantime, the shippers are becoming more and more sarcastic and the promised advance serves only to embitter patrons.

THE PROTEST of the Baltimore Chamber of Commerce against the "scaleage deductions" practiced by the railroad terminal elevators of that city, was filed with the Interstate Commerce Commission, Nov. 28, and, no doubt, a decision against such abstraction of shippers' grain will soon be issued by the Commission. Terminal elevators have just as much right to take the entire contents of the car as to take any portion of it.

COMPENSATION for grain doors furnished to cars offered for shipment of grain, is not easily obtained from some Western roads because they have not filed a tariff expressing their willingness to do so. None of the roads compensate shippers for full amount of their expenditures and none will do so until the shippers get together and protest vigorously enough to be heard, which they will do as soon as their expense for repairing and equipping cars, becomes a little bit more burdensome.

FLOUR bleached with nitrogen peroxide was yesterday declared, by the Sec'y. of Agriculture, to be an adulterated product, under the law, and that it cannot be sold legally in the District of Columbia, the territories, or for interstate commerce. However, the millers can get around this proscription by branding their bleached flour as such. Chemists have declared that it is not injurious. If the Dept. of Agriculture continues on its career of technical discrimination between tweedledum and tweedledee, it will soon become necessary for grain dealers who clean or purify grain, to sell it as such, and they cud do so without affecting the price one iota.

THE GOVERNMENT'S restrictions and embargo against the shipment of hay or straw in states where animals are afflicted with foot and mouth disease is very likely to cause losses to shippers of the affected districts, while shippers in other districts will be able to sell their hay and straw at a premium. Placing an embargo against an entire state, because the animals of a county in one corner of it are afflicted, seems very unreasonable and decidedly unjust, as shippers in some part of the state are several hundred miles away, while just across the line, or it may be just across the road, in other states, shippers can forward their hay without interference.

"NATURAL SHRINKAGE" as an excuse for docking a shortage claim will soon be discarded if shippers will keep up their fight against it. Another road as is reported elsewhere has filed a tariff with the I. C. Commission, declaring that henceforth each claim will be settled on its merits. The arbitrary discount for the so-caled "natural shrinkage" cud not be justified, hence the shippers who protested are now escaping this unjust exaction.

THE VICE-PRESIDENT of the Pennsylvania R. R., who was credited with favoring a return to the old days of rebates and favoritism, now denies that he took any such stand. Evidently some railroad men are working so close to their jobs as to be frightfully biased on every subject relating to transportation. They are so accustomed to being consulted by shippers that they naturally come to look upon themselves as persons who are unable to err.

FEDERAL INSPECTION of grain is again to be pressed upon Congress for attention—first by the senators of North Dakota, who have a special spite against the state of Minnesota, in whose markets their grain is sold, and again by the federal politicians, whose insatiated appetites for more offices prompt them to seek to burden the grain, or any other trade, with new gangs of salary grabbers. The fact that there is no good excuse to justify this action does not worry them in the least, as paid agents of the Government can originate arguments or manufacture evidence to support their position.

THE OPINION that the railroad companies shud be made liable for the rates quoted shippers by their station agents, is gaining support in many different quarters and even the Interstate Commerce Commission is disposed to insist that the rate quoted be inserted in the B/L and the shipment governed thereby. So long as the railroads continue to issue complicated, confusing, and contradictory tariffs, it will be impossible, not alone for shippers to determine the rate, but often impossible for rate experts in the employ of railroad companies, to determine positively what was intended. The railroad companies are responsible for the burdensome conditions existing, by reason of these confusing tariffs; hence they are the ones who shud suffer, if any must suffer. Too many grain shippers have loaded out grain at one rate, only to have their profit on the shipment wiped out by the assessment of a higher rate at destination. We wud especially like to hear from shippers who have suffered losses by reason of agent's error in quoting rate, that other shippers may be informed of this danger, and that present apathy relating to this matter may be dissipated.

HAVE ADOPTED UNIFORM INSPECTION RULES.

Since the uniform rules governing the grading of grain were drafted, and recommended by the Grain Dealers National Ass'n at St. Louis in October the following grain inspection authorities have adopted them to become effective July 1, 1909:

Toledo Produce Exchange.
Cincinnati Chamber of Commerce.
Peoria Board of Trade.
NEXT!!!

LEAKING CARS.

Have you seen any cars leaking grain recently? When you do, send us full statement of the facts, together with number, initial of car, time and place, that we may publish same in the Grain Dealers Journal, in the hope of getting information to the owner of the grain.

Car No. 50098, C., R. I. & P. R. R., was wrecked in the yards at Chickasha, Okla., Dec. 2, and probably 100 bushels of corn scattered. Who owned the grain?

MUST CHARGE FOR MINIMUM WEIGHT OF CARS ORDERED.

Shippers in different sections of the country have been put to much trouble and expense by unreasonable, arbitrary rules of railroad companies, by which it is sought to collect from shipper for the full carrying capacity of cars used, regardless of the shipper's needs, or the car ordered.

Most of the Western roads have changed their practice in this matter and are now supplying cars of the capacity desired by the shipper, or else charging freight only on the minimum weight of car of the size *ordered*.

Shippers have had this matter up with railroads at different times, and in every case have won. This week the Railroad Commission of Wisconsin heard protests against the C. & N. W. Ry., which has been charging freight on basis of minimum weight of cars *furnished*, regardless of the capacity of the car ordered, and the Commission (as would any other sensible body) sided with the shippers and has authorized the refund of excessive charges, where large cars were *furnished* when small ones were *ordered*. Henceforth, freight charges will be assessed only on the actual weight of the grain in cars furnished.

It shud not be necessary for shippers to waste their time, money, and energy, in securing the establishment and enforcement of such an equitable rule, but all experiences with the selfish, bull-headed freight traffic managers prove that shippers can get fair treatment only by a vigilant fight for it.

Shippers who are suffering from unjust regulations of this character, shud get together and protest against the further enforcement of this unjust rule, as well as insist upon the refund of excess charges paid by them.

The Wabash R. R. is one of the offenders in this matter and only last week Edwin Beggs filed a complaint with the I. C. Commission, charging it with refusing to refund overcharges accruing on weight as assessed for cars of greater capacity than ordered. It has refused to incorporate in its tariffs a rule providing for the application of a minimum weight of cars ordered by complaint for grain, when of less capacity than cars furnished by the Railroad. Mr. Beggs asked that The Wabash be ordered to refund the overcharges, as it shud do in every case of similar character.

SHIPPERS SIGNING UNIFORM B/L UNDER PROTEST.

As is noted among our columns devoted to letters from dealers, at least one grain shipper is signing the new uniform B/L "under protest" only, and he's entering his protest on every Bill he signs. The very fact that the railroad companies require shippers either to sign and agree to the onerous conditions of the new uniform B/L, or pay a higher rate for the transportation of their freight, shud be sufficient evidence to show that they did sign the uniform B/L under duress. By inserting the words "under protest" above his signature, shipper gives additional evidence that the contract was not voluntary.

The railroad attorneys know full well that an agreement which a shipper is forced to sign cannot be used as an excuse for their company's failing to perform their full duty to the shipper. It wud be much better for all concerned if an equitable Bill could be drafted and, after a reasonable trial, be enacted into law by Congress. The multiplicity of state laws which are in conflict with one another would make it most difficult for a shipper to understand his rights everywhere, and more difficult for him to secure his rights.

The purpose of adopting a uniform B/L was to secure uniform customs and practices, that shippers might better understand their rights everywhere. If Congress would enact a law governing Bs/L, so far as relates to Interstate Commerce, then, for the sake of uniformity and simplicity, the state legislatures would follow suit and adopt the same form, the same requirements.

Some railroads in Central Freight Ass'n. teritory have put grain receivers to much trouble, and grain shippers to much expense, by their punctilious methods in handling shipments under the new Bs/L. It seems that some shippers as well as local station agents, have doubted that railroad companies intended to enforce the conditions of the new uniform B/L to the letter, but in this they have been disappointed and carriers have refused to deliver shipments when Bs/L were not signed by

the shippers, unless a shipper had clearly made known his intention at the time of the shipment, as to whether or not he desired to make shipment under the conditions of the Bill, or to pay a 10% higher rate and get a clean receipt, subject only to the laws of the land. It has cost some shippers considerable demurrage charges to learn this, and others have paid heavy demurrage charges, because they failed to endorse B/L properly. Under existing conditions, it wud seem advisable for every shipper to sign the new uniform B/L, when asked to do so, but to precede his signature with the words "SIGNED UNDER PROTEST."

PRIVATE AND LEASED ELEVATOR SITES.

The advantages and disadvantages of building an elevator on railroad right of way is a subject which is pressing with ever-increased emphasis, upon elevator owners, for consideration.

In nearly every number of this Journal is recorded the suing of some railroad by an elevator man whose property was destroyed by fire, caused by sparks emitted by passing locomotives. Occasionally, a fair amount of damages is collected, but the cost of collecting damages is so great that little is left for the plaintiff. Had the elevator been erected on private ground, the railroad company wud have settled promptly and for full value of the property. This penalty paid by the elevator men, for the privilege of building their houses on railroad right of way, is alone enough to prompt them to prefer to build on their own ground.

The railroad companies are slowly, but surely advancing the annual rental fee for elevator sites, so that fewer grain dealers are seeking sites. Many elevator men, whose houses were located on railroad right of way have experienced much difficulty in disposing of their property because railroad company has occasionally refused to renew lease of site to the prospective buyer. The elevator man whose house is located on his own ground, can sell to whomsoever he chooses, without consulting the autocratic railroad officials. No doubt, every elevator man who operates his own house, wud prefer to have it located on his own ground, but the converts to this view are of recent making.

A CONFERENCE of representatives of Southwestern Grain Dealers Ass'ns., is being held in Oklahoma City today, for the purpose of devising some effective way of barring the enforced use of the uniform B/L in southwestern territory. Some of the Ass'n. workers are disposed to seek an injunction from the Federal Courts, prohibiting the railroads from enforcing the use of the uniform B/L, or from requiring shippers to sign same. Had the grain shippers in trunk line ass'ns. been as alert, they wud not have been called upon to agree to the onerous conditions of the uniform B/L.

Changes in Grain Rates.

Among the new grain tariffs recently filed with the Interstate Commerce Commission as reported in the *Traffic Bulletin* are the following:

Canadian Pacific, wheat, corn and oats, Owen Sound, Ont., to be milled at Peterboro and reshipped to Boston, Mass., 15½c, effective Dec. 24.

Big Four, grain and grain products, Cincinnati, O., to Owosso, 12c; Stockbridge, 8c; Pontiac and Romeo, Mich., 11½c, effective Jan. 1.

C., I. & L., all grades, kafir corn and flour, Monticello, Ind., to Cleveland, O., 10c, effective Dec. 26.

C., I. & Sou., no grain corn, to Terre Haute from Chicago, Indiana Harbor and Whiting, 4½c, effective Dec. 30.

Chesapeake & Ohio, barley, corn, rye, malt and wheat, Cincinnati to Preston, Ewington, Mt. Sterling and Newmarket, Ky., 12c, effective Jan. 1.

C., P. & St. L., grain products, Springfield to Aurora, Ill., 8c, effective Dec. 28, interstate, Nov. 25 intrastate.

Louisville & Nashville, $6 per car on grain, Newport to Latonia, Ky.

Miss. Valley Frt. Ass'n, 20½c to Jackson and Meridian, Miss., on grain from beyond and on shipments milled at points specified in W. T. L. Circ. 121, over lines south of Chicago and Dixon, effective Jan. 1.

Mobile & Ohio, grain, Cairo to Natchez, Miss., 10c, effective Dec. 30.

W. T. L. Com., barley, oats and rye, St. Paul, Minneapolis, Stillwater, Duluth, Winona, Ashland, La Crosse, Superior and Washburn, Wis., to Rockland, Me., and Stanstead, Que., 24½c, effective Jan. 5.

Big Four, grain, Meekers, O., and Union City, Ind., to Zanesvile, O., 8c, effective Dec. 21.

Big Four, grain, Conlogue and Dudley, Ill., to Cincinnati, O., Jeffersonville, Ind., and Louisville, Ky., 9c, effective Dec. 21.

Clyde S. S. corn, oats and flour in sacks or barrels, from Buffalo, via New York to Wilmington, N. C., Charleston and Georgetown, S. C., and Jacksonville, Fla., cancel 19c, and put in 18c. rate, effective Dec. 24

C., M. & St. P., wheat, from Minneapolis and Union Elevator B, when from beyond, to East St. Louis, 13c; Alton and St. Louis, 14c, effective Jan. 11.

C., M. & St. P., malt, Minneapolis to Sioux City, 10c.

Grand Trunk, wheat, St. Johns, Mich., to Alma, Mich., 5½c.

Soo, wheat, oats, barley, rye, flaxseed and millet, Mowbray, Ind., to Minneapolis, Minn., 13c.

N. Y. & Pa., buckwheat, from all its stations to Lafayette, N. J., 13c.

Ohio Central, grain and grain products, Wapakoneta to Bellefontaine, O., 3½c.

The B. & O. has filed sup. 31 to ICC No. 6488 quoting rates on grain and grain products from its stations to points in Penn. and West Va., effective Jan. 1.

B. & O. S. W., sup. 5 to ICC No. 6258, grain to eastern and interior points, effective Jan. 1.

Alton, sup. 24 to ICC No. 1681, grain and grain products from points in Misspuri and Illinois to Atlantic seaboard and eastern and interior points, effective Jan. 2.

Rock Island, ICC No. C8561, grain, Illinois and Iowa to Cincinnati, New Albany and Louisville, Ky., effective Jan. 1.

Burlington, grain and grain products, effective Jan. 4, under sup. 53 to ICC No. 6939, Chicago, Peoria, Galesburg, St. Louis, Minneapolis to stations in Iowa and Missouri.

The allowance for transfer has been canceled by the Southern Indiana except from car to car on thru shipments, effective Dec. 31.

Rules governing handling thru transfer elevators at Washington C. H., O., are given by the Cin. & M. V. in ICC No. 281.

The Burlington has filed three new tariffs governing the allowance for transfer, effective Jan. 1.

A charge of 1½c is specified by the M. & O. on wheat from East St. Louis to Evansville for milling and reshipment.

The West Shore has erased list of points on Maine Central to which ex-lake grain may be contracted from Buffalo, in sup. 4 to ICC No. B1728.

The elevation allowance on grain handled thru Cincinnati elevators has been canceled by the B. & O. S. W., effective Jan. 1.

Elevator charges at Fort Worth and North Fort Worth, Tex., will not be paid by the C. R. I. & G. after Jan. 1.

Elevation charges on grain at Evansville, Ind., and Henderson, Ky., are covered by the L., H. & St. L. in sup 1 to ICC No. 426.

Rules governing elevation allowances at Columbus and Cincinnati, O., have been canceled by the Norfolk & Western.

The elevation allowances at Cincinnati have been canceled by the Chesapeake & Ohio, effective Jan. 1.

The Illinois Central in ICC No. 4444, sup. 468, makes rules governing the elevation allowance at New Orleans.

ANOTHER RAILROAD CLAIM DEPARTMENT.

Another Ass'n is to establish a claim department for weeding out the unreasonable claims and supporting the just ones made against railroad companies. The latest organization to engage in this excellent work is the Illinois Ass'n.

It has been pointed out, time and again, without number, that more claims are rejected or ignored because of improper presentation, or the omission of essential papers, than for any other reason. Plaintiffs know the facts and think that railroad claim agents shud accept their unsupported statements, but this the claim agents dare not do.

Reasonable claims, which can be supported by written statements or vouchers, and presented by an organization of shippers, will generally be paid promptly. By presenting claims thru one department or buro of the Ass'n, members will quickly and surely discover the railroad companies which are not disposed to give fair consideration to their claims; and, when discovered, such offenders will promptly be called to time by the Organization.

A well managed claim department should prove very efficient in relieving both the shipper and the carrier of much worry and considerable unnecessary work, as well as increase the quantity of justice.

PLUGGED LOADS whenever and wherever found are given the grade of the poorest grain found in car and the plugger is generally held responsible as he should be. If the inspectors and samplers were more vigilant no plugged loads would escape them and soon none would attempt to plug a shipment. No buyer should ever be expected or required to accept or pay for a plugged load of grain either in a wagon or a car.

Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

A BIGGER CHECK.

Grain Dealers Journal: Noting a brother dealer's statement of his large check, in the Journal, we can say that on Aug. 17 we paid in one check for just the landlord's share of the corn, $19,831.73, for 27,270 bus.; over 40,000 bus. being delivered from the one farm on the one sale. We are thankful for the many helpful items received thru our splendid Journal.—F. Hamman & Son, Milmine, Ill.

ANOTHER WILD GUESS BY A TERMINAL INSPECTOR.

Grain Dealers Journal: The experience of your Illinois correspondent who had a car of soft Red wheat grade No. 2 Spring in St. Louis is along the line of our experience recently with a car of white oats, No. 1668, which was shipped direct from Dexter, Mich., a small country point, to a nearby public market.

This car of country run oats inspected No. 2 whites clipped, testing 36 lbs. on arrival. The car was shipped early this fall, never were clipped, not even having been run thru a cleaner nor a car loader.

The grading in this way caused us no loss, but shows what we might be obliged to contend with in the opposite direction at other times, which would cause a loss. —A Michigan Shipper.

LEAKING CARS AT BALTIMORE.

Grain Dealers Journal: In spite of the warning to shippers to cooper their cars thru the Journal and at association meetings, in spite of all the influence which has been brot to bear upon them, a few fail to attend to this properly. Think of it, 72% of the cars which were unloaded in Baltimore during July, Aug. and Sep. were reported leaky and 69% of those unloaded in Oct. were reported leaky. Out of 6417 unloaded in Baltimore during the 4 months ending Oct. 31, 4,599 were reported leaking as follows:

Leaking at end of car, 2,014; leaking at side of car, 2,069; leaking thru grain door, 347; leaking at door post, 19; leaking at bottom, 114; leaking at end window, 2; leaking at corner, 4; leaking at draw bar, 30; total, 4,599.

This astounding percentage of leaking cars is costing the railroad a great deal of money, for practically all claims for shortage are paid in Baltimore 5 days after they are submitted, so efficient is the department under the supervision of the Baltimore Chamber of Commerce Weighing Committee, with J. H. Warren as chief weighmaster. A railroad official accompanies the representative of the weighing dept. in the yards and both agree when a car is leaky.

Some time ago the Penn. officials attacked the method of determining leaky cars, that is, tapping them with a mallet, and sent in a protest to the committee saying it was unfair to the railroads. The committee turned down the protest and the mallet is still used. Furthermore as soon as a leaky car is now unloaded on the Pa. R. R. it is sent at once to the shops. If the movement of grain was heavy in Baltimore the present rate of leaky cars unloaded would keep several hundred men busy repairing.—Oriole.

A BIG CHECK.

Grain Dealers Journal: I note in the Journal for November 25, page 677, the two large sales of corn made, one at Webster City, Ia., the other at Media, Ill.

I will give one: I bot last April 27,630 bus. from one farm; all of which was graded No. 2 yellow corn at destination. The check for the corn was $6,000. This was all one deal, and all was loaded out in a few days. One car loaded out contained 1,872 bus.—P. Kilmartin, Malvern, Ia.

ENGINE CYLINDER CRACKED.

Grain Dealers Journal: I have just had an experience with my gasoline engine that may be a warning to other grain dealers against carelessness in looking after the water supply to cooling jacket.

The lake that supplied the city with water went dry and I put up a tank to cool the cylinder with. For some reason it did not work as was intended, the water failing to pass thru the cooling jacket around the cylinder. The result was it got too hot and the cylinder cracked. There was no explosion.—C. H. Wade, Paris, Ill.

HAS COLLECTED CLAIMS THRU USE OF PRIVATE SEALS.

Grain Dealers Journal: We note that you recommend in your journal the using of private seals. We have been using our own seals on cars for two years and while they are not reported on by Pittsburg markets, they are in Baltimore, and also we find interior dealers report on them. It would be a good idea for all shippers who use them to insist on other markets recognizing and reporting their seal numbers. Thru the use of these seals we have been able to collect two or three difficult claims. We certainly think that dealers should use their own seals. —The Pierce Grain & Hay Co., Van Wert, O.

THE UNIFORM BILL OF LADING.

Grain Dealers Journal: An Illinois shipper writes as follows: "I inclose a "peach" in the shape of a uniform bill of lading. You can judge what I think of it by the way I signed it."

The shipper signed the B. of L. "under protest." The terms and conditions of the Uniform B. of L. are very unjust to grain shippers. They are forced either to sign them or to suffer a penalty of a 10 per cent higher rate of freight with a minimum increase of 1c per hundred pounds, and in signing them they agree to allow for differences of weight by variation of scales and by natural shrinkage. Scale weights at points of shipment and delivery seldom agree, but the light weight is just as apt to be on one side as the other, consequently variations should not always be charged against the shipper.

According to terms of the B. of L. the allowance for variation of scales and for natural shrinkage is indefinite and can be waived entirely or made oppressive by railroad companies according to their "sweet will." But if cars are in proper condition when loaded and afterward receive no injury there is no reason why natural shrinkage should exceed one-fifteenth of one per cent of shipper's weight under any circumstances, and in many cases grain will absorb as much moisture while in transit as it will lose at other times.—Bogert, Maltby & Co., Chicago, Ill.

DO NOT ENDORSE BS/L WITH RUBBER STAMP.

Grain Dealers Journal: Shippers should not endorse Bs/L with a rubber stamp as the railroads are not always disposed to accept such endorsement.

Two weeks ago Chas. England & Co. received a consignment of rye from a Michigan firm. They took up the B/L, sold the rye and presented the B/L to the Pa. R. R. and ordered the grain delivered. However, the B/L had been stamped with a rubber stamp which did not show the name of the firm plainly, and then the Sec'y had written his name below in ink.

When the B/L was delivered to the R. R. it refused it on the ground that it was not properly endorsed. Before the grain could be delivered the B/L had to be returned to the original shipper, during which time the profit was offset by demurrage.

The proper thing for the R. R. to have done was to accept the B/L for it was O. K. in every particular except the rubber stamp. Where roads insist on taking advantage of technicalities it is well to overcome this by failing to present an opportunity for them to question Bs/L.—J. R. P.

OBJECTIONABLE FEATURES OF UNIFORM B/L.

Grain Dealers Journal: Our railroads have put in use the Uniform B/L for all interstate shipments. This includes all shipments of grain from Oklahoma, Kansas or other states into Texas and reshipped to a Texas point on storing-in-transit or reconsignment.

Shippers who have not read and studied this B/L and all of its conditions should do so at once, and I am sure they will find many objections, especially so since the shipper is required to accept all of its conditions for himself and all of his consigns and assigns and place his signature on the B/L.

One of the conditions provides that carrier shall not be liable "for difference in the weight of grain, seed or other commodities caused by natural shrinkage or discrepancies in elevator weights." In our territory where grain is sun-dried, there is no natural shrinkage, and where grain is correctly weighed there should be no discrepancies in weights.

Another provision is that the shipper must provide the necessary cooperage, crating, etc. This would work a very great hardship on the shipper, as it is the duty of the carrier to furnish cars suitable for transporting the commodities tendered.

Another provision is that the carrier issuing the B/L is not liable for loss or damage except such as occurs to the property while on its own rails. This is contrary to the Interstate Commerce law, which provides that the carrier issuing the B/L shall be responsible to the shipper for all loss and damage.

These are some of the very objectionable features of the Uniform B/L, but the most serious is that in order to obtain transportation you are compelled to

sign the B/L, which constitutes a contract, and while the Texas statute makes void any condition in a B/L limiting the liability of the carrier, yet if the shipper should sign this proposed B/L without protest, it would appear as a mutual agreement and contract. Therefore, I suggest that shippers write or use a rubber stamp just above signature as follows: "Signed under protest without waiving any legal or other rights."—H. B. Dorsey, Sec'y Texas Grain Dealers Assn, Ft. Worth, Texas.

OBJECTS TO SCALEAGE.

Editor Grain Dealers Journal: I notice that there is considerable agitation goings on thru the grain journals relative to the 30-lb. scaleage on small cars at Baltimore. However, I do not hear of any complaints being made regarding public markets where the weights are reported only on the even fifty or hundred pounds.

In two public markets in Ohio we always get returns in even 50 lbs.; it's either 50 lbs. or nothing. Consequently, if a car of oats weighs 40,598 lbs. we get pay for 40,550 lbs.—scaleage 48 lbs. oats, or 1½ bu. at 50c bu. = 75c. The average naturally would be about 25 lbs. per car.

In addition to this at one point we pay the inspection and weighing fee of 50c per car, notwithstanding the inspector and weigher are employed by the buyer when not inspecting and weighing grain, or in other words the shippers pay for the men to do his (the buyer's) weighing and grading, and with any fair kind of business, enough cars are handled to pay the salaries of both employes of the Chamber of Commerce (?) and the receiver keeps the men busy around his elevator the rest of the time.

We feel when we pay the weighing and inspection fee that we should have credit for what grain a car contains except possibly that above 10 lbs.—I. C. J.

Notes on Corn Exposition.

[For additional information see pages 752-753.]

Corn Judging Contests.

Oats Judging Contests.

Extensive Cereal Mills exhibits.

Complete denatured alcohol distilling plant.

Over 200,000 square feet of space or about three city blocks.

All exhibits are being carried to Omaha free of charge by most of the Western railroads.

Three and one-half miles of racks displaying corn entered in competition for premiums.

I. R. Gartan of Warrington, England, the most noted seed specialist of Europe, will attend and take active part in the Corn Show.

Pres. Diaz of Mexico will send four special commissioners to represent the republic at the National Corn Show. The delegation is headed by Senor Fox Guillermo.

Fifty-seven judges are being kept busy day and night installing the carloads of exhibits that are arriving from more than 20 states. Early estimates of the exhibits are being exceeded.

Zeferino Dominguez of Puebla, Mexico, a philanthropist and student of intensive farming will attend the exposition and bring with him a trophy valued at $1,500 to be awarded by him personally.

Asked—Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

HOW TO COLLECT FROM TELEGRAF CO.?

Grain Dealers Journal: We would like to learn thru the columns of the Journal the best way to collect a claim against the Western Union Telegraf Co. We sent a message to Chicago 2½ years ago in which the telegraf company made a mistake in transmission, causing us a loss of $160. We immediately had our firm at Chicago file claim for us with the telegraf company.

We have evidence that the company made the error and they acknowledge the error but will not pay, neither will they say what they are willing to do. We would like to know what would be the best way to collect the claim.—C. & C.

FORM FOR FILING CLAIM.

Grain Dealers Journal: In reply to John E. Hughes' request in the Journal of Nov. 25 I give the form below for filing affidavit of weight in a claim against railroad for shortage.—J. M.

State of Nebraska, County of Cass, ss.—John Blank, being duly sworn, deposes and says that on the 10th day of August, 1908, he loaded into car No. 45, 321, C., B. & Q., 49,800 bus. of wheat; that the weights were carefully taken, the grain doors well secured and the car tightly coopered, with no sign of leakage; and that the car was billed to Blank & Blank, Chicago, Ill., via the Missouri Pacific Ry., bill of lading being issued in the name of the owners of the grain
..... (Deponent's Signature)
Subscribed and sworn to before me this 8th day of November, 1908.
..... (Notary's Signature)

MUST BUYERS ACCEPT PLUGGED CARS?

Grain Dealers Journal: I would like to hear from some of the grain dealers in regard to plugged cars. Last September I was at Wichita, Kans., and being in need of a car of seed wheat, I called on several brokers, in an effort to find a car of wheat that wud do for seed. Finally I found a broker who had a sample on his table of a car of hard wheat which was reported as grading No. 2. The sample shown was all right, being free of rye, of good color, and no damaged grains.

I bot the car of wheat, paying ½ cent premium above the bid broker claimed was put on sample. Car arrived at my elevator and upon opening and examining wheat, I found that the car was plugged. I at once notified the Wichita broker that car was plugged with rotten and stack-burnt wheat, and that I cud not use it for seed, hence car was here, subject to his order. Broker stated that he wud take it up with consignor and give disposition.

The next day, late in the afternoon, he called up, stating that shipper wud not do anything and wanted to know what cut I wud have to have, to take care of the car of wheat. I replied that I wud much prefer that he dispose of the car of wheat, as I did not care to handle it. After some talk, I told him I wud not handle it for less than the regular cut of 4 cents, which is the regular cut on No. 4 wheat. After unloading the car of wheat, and making out account sale, sending in draft for over-draft, our draft was protested.

Broker now claims that wheat was sold on Wichita inspection, and that the consignor is not willing to stand the 4 cent cut. He admits there was some inferior wheat in the car, but not to amount to anything, and claims that 2 cents wud be a big cut.

Before unloading the car, I had a state grain inspector inspect the car. He went thru the car and pronounced it "No. 4, badly damaged and stack-burnt hard wheat," but the broker claims that he did not agree to stand for another inspection, and it wud not make any difference if the car was ¼ rotten. If the Wichita inspector failed to discover any damaged grain, his grading will still stand regardless of what the car contained when placed for unloading.

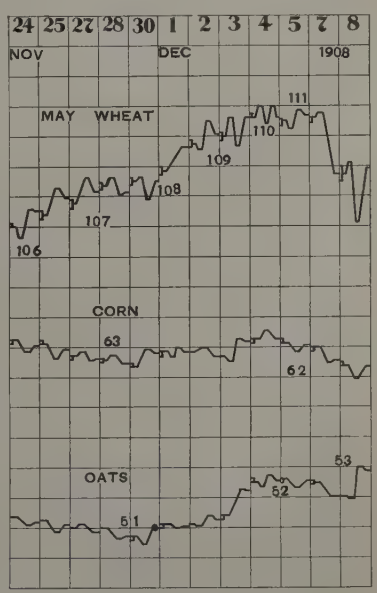
I wish to know whether the buyer has any recourse?

Is a broker or a commission merchant doing right by trying to uphold one who will plug a car of grain and by doing so, put a premium on roguery? I wud like to hear from grain men who are better posted on the above subject. Respectfully yours, J. J. Stevens, Dalton, Kans.

Rule 13 of the Kansas Grain Inspection Dept. provides that "All inspectors inspecting grain shall in no case make the grade of grain above that of the poorest quality found in any lot of grain inspected, where it has evidently been "plugged" or otherwise improperly loaded for the purpose of deception."

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for 2 weeks prior to Dec. 9 are given on the chart herewith.



Weight Tickets for Farmers

LIKE THE DUPLICATING TICKET.

Grain Dealers Journal: We use the duplicating weight tickets. We do not always insist on the return of the tickets before settlement, as we sometimes settle by the duplicate. We find the duplicating tickets very satisfactory.—Hughes Lumber & Grain Co., Brooklyn, Ind.

CONDEMNS GIVING OUT "PAID" TICKETS.

Grain Dealers Journal: I have read a number of the communications regarding weight tickets, and must say that I am amazed at the amount of extra work indulged in by buyers who use tickets with and without stubs. Where a stub is used, the weigher must write each entry twice. That doubles his work and, in addition to being unnecessary, it doubles the opportunity for making an error. I like the duplicating scale ticket book because I can always turn to it and learn exactly what I gave the farmer.

Another practice which I wish to condemn is that reported by Mr. Bright, of Ohio. After marking the tickets "Paid," he returns them to the farmer. In my estimation, this is unnecessary, and, what is more, it will tempt some farmers to erase the "Paid" and try to collect a second time on the ticket. Then, again, it invites and helps the reproduction of the tickets by dishonest printers. I think all tickets shud be numbered consecutively and, as soon as they are paid, the grain buyer shud cancel and keep them, or else destroy them. We cannot throw too much protection around our business, if we are to have "smooth sailing."—O. J. Nichols.

DUPLICATION AND NUMBERING ARE A PROTECTION.

Grain Dealers Journal: I have been interested in Mr. Pearson's and Mr. Minor's articles in the Journal on weight tickets. I have used a good many weight tickets, but the one reproduced herewith is the best I have ever seen.

Each one of these tickets is numbered, and a carbon copy is kept of each load, so that if tickets should fall into the hands of unprincipled person, one can easily detect the fraud. By having every ticket numbered we very often save a lot of trouble, for farmers quite often lose their tickets. With the numbering it is no trouble to find the duplicate.

If I am loading a car I mark the number of car on ticket so it is easier to check up weights in car and one also has a record of the grain of each farmer put in the car.—Chas. Ehrsam, Waverly, Mo.

PROTESTS AGAINST ADVERTISING ON WEIGHT TICKETS.

Grain Dealers Journal: I am pleased to note what other dealers are doing in the matter of weight tickets. It is surprizing to learn that a farmer wud deliver a load of grain to an elevator without insisting upon having some voucher to show for it. We wud not think of depositing even a dollar in a bank, without having it entered in our pass book or acknowledged on a deposit slip.

I want to protest against the practice of publishing advertisements of local merchants on the front of weight tickets. I might not object to their having all the advertising they want on the back of weight tickets, but I'll write all my tickets out in long-hand before I permit anyone to have an advertisement on the front. I am conducting my own business and do not care to have anyone else credited with being interested in it, or with being identified with it, to that extent.

It is confusing to thick-headed farmers who are unfamiliar with printed matter, and the dealer and the merchant are both likely to be blamed for the shortcomings of the other. It not only cheapens the business of the dealer, but it reduces the value of each ticket in the estimation of every farmer.

I believe it wud be better if each dealer's business stood on its own legs, without any support whatever from a local merchant. When my business gets so small that I cannot afford to buy weight tickets to give out to farmers, I will close up shop and quit. I believe if the grain dealer is going to advertise anybody's business, he shud advertise his own business. Yours for clean tickets, E. R. Gould.

ALWAYS GIVE WEIGHT TICKETS.

Grain Dealers Journal: We have been reading the discussions of weight tickets in your columns and are amazed to find that some dealers try to do a grain business without using weight tickets. We do not understand how this is possible. Our farmers always expect to receive a weight ticket before they leave the scale platform, and they always bring these tickets in when they wish to be paid for grain delivered. At that time, we count the tickets and mark each one "paid," as soon as the farmer receives his check. We also enter the ledger page of farmer on each ticket. We send herewith copy of ticket we are now using. Very truly, Pierce Grain & Hay Co., Per Chas. T. Pierce, Van Wert, O.

Van Wert, Ohio, ... 190.....

THE PIERCE GRAIN AND HAY CO.

BOUGHT OF

Driver On..... Off..... Article..... Price

Gross.....

Tare

Net

☞Return this Ticket in case of Error.

No. 4999 Waverly, Mo. ____ 190

Load of _____ Driver on—off

From _____

To Chas. Ehrsam, Grain Dealer

Car No. _____ Gross _____ lbs

Price _____ Tare _____ lbs

Net _____ lbs

_____ Weigher.

This Ticket Must be Presented at Settlement.

CLAIMS TO HAVE THE BEST WEIGHT TICKET.

Grain Dealers Journal: The article appearing in the Nov. 25 issue on weight tickets for farmers is extremely interesting, and the value of giving a scale ticket to the farmer for every load of grain delivered, cannot be over-estimated.

Such a ticket as Mr. Eikenberry uses wud not be at all practical for us. I do not see how this ticket can be used to good advantage where the grain dealer is doing a fair amount of business. In order to have the ticket complete, the grain must be weighed on a dump scale, so that the tare can be immediately obtained, or the dealer, before completing his record, must wait for the farmer to drive from the wagon scale at the office, to the dump at the elevator, and back again, and if you had a busy day and there were a large number of farmers in line, waiting, you cud not use this ticket.

One of the best scale tickets that I know of, and one that we use at our elevator, is a duplicating ticket. Each book contains 100 pages of tickets, with eight tickets to the page and interleaved be-

tween the pages containing the tickets are manila fly leaves. Each scale ticket is printed to contain practically the same information as is contained on the ticket used by Mr. Eikenberry. When the farmer drives on the scale, we weigh up the load and make the necessary notations on the ticket, and make a carbon on the fly leaf at the same time. He can drive off the scale and as many others as are waiting can follow. When he comes back from the elevator, the tare is found and put on the ticket. Then ticket is torn from the book and we have a carbon copy of the transaction.

I wud like to learn of other forms of scale tickets, but think the one we use cannot be improved.—S. C. Jones.

A DUPLICATING WEIGHT TICKET.

Grain Dealers Journal: The farmers think very highly of the weight tickets we have used for the past six years. Before I introduced this regular ticket form the farmers got only scraps of paper. haulers lose half or more of them and then they are no better off than if they had none in the start.

Let the buyer keep his books open and there is a confidence in him that he has no secrets that he is afraid will get out. —John McClune, Hoyt, Kan.

FAVORS DUPLICATING SCALE TICKETS.

Grain Dealers Journal: Letters from dealers using weight tickets are indeed interesting, but I have seen nothing published yet which compares with my duplicating scale ticket book.

The Camden Elevator Co.'s scheme may be very good, but if it has a rush of loads, I am at a loss to understand how it will record the tare and get the net weight recorded on the triplicate copies. Supposing twelve different farmers came in with loads. Mr. Eikenberry cannot record any of the facts relating to the second load until he is thru with the first. An automatic register with triplicate tickets in pads of 100 each. The farmer takes a ticket with each load and the weigher retains the stub that corresponds with the ticket. The weights of the stub are then transferred to the journal and ledger. When the farmer comes in for settlement he presents his tickets and they are stamped "PAID" and returned to him. If he loses a ticket before settlement we charge his account with "ONE TICKET SHORT." Without this system I would be at a loss to know how to conduct a scale record. Very truly yours, C. L. Bright, of Bright & Son, Christianburg, O.

No. 3591 Toeterville, Iowa 19....

Load of

From

To John Mundt & Son

Gross lbs.

Dockage per bu Tare lbs.

Net lbs.

Net bus.

Price

..... Weigher.

Christiansburg, O., ... *190*.....

Mr.

Delivered *as follows:*

Gross weight

Tare weight

Net weight

Price per bushel

Test

From

..... *Weigher*

These tickets have saved much time and labor and prevented many disputes.

The ticket, reproduced herewith, is consecutively numbered by machine. The original is handed to the hauler and we keep the carbon duplicate bearing the same number. The ticket is a complete record, showing the dockage and price as well as the weights.

On a page, 10x11 ins., are printed four originals and four duplicates. Thru the middle of the page up and down runs a vertical perforation on which the originals fold over the duplicates. When the four originals are torn off there remain stubs of 500 tickets. The perforations between the originals run to the stub only.

Mr. Seagrave's bin record in the last number of the Journal, page 679, strikes me as O. K. The Journal is a valuable paper to me, for in every issue I get useful information.—H. D. Mundt, mgr. John Mundt & Son, Toeterville, Ia.

WEIGHT TICKETS A NUISANCE; DISCARDED THEM.

Grain Dealers Journal: With regard to scale tickets I have found out that the best way is to have an open book that every one can see whenever they want to. Then they are not half as curious as when you give each one a ticket and keep a closed book. The closed book breeds distrust and the farmers soon get to lose confidence in a buyer and his weights.

I had to furnish every hauler a ticket when I first began in the grain business for a corn firm 10 years ago. I soon found out the ticket was a complete nuisance, as it takes up time that we need for something else. The worst is the kets may be all right where a dump scale is right under the nose of the weighman, but wud never do for me.

I find the duplicating scale ticket book the most convenient and the best protection I have ever had. Eight tickets are printed on a page and with a sheet of carbon paper, I keep a copy of the essential facts recorded on a blank piece of paper, bound in between the perforated leaves of tickets. I can enter the gross weight on as many loads as happen to come, and then enter the tare and net when the farmer drives back.

We have a numbering hand stamp, with which I number the tickets and the carbon copy consecutively in the order given out. This enables me to turn directly to carbon copy, when I have any doubt regarding alterations or the authenticity of ticket. My carbon copy of each ticket issued gives me a record of each day's receipts and these sheets are bound in permanent book form, so that I can keep them conveniently, and easily refer to them whenever I desire any information about any transaction.

I think the duplicating scale ticket book is 'way ahead of anything yet shown up in your columns. If there is anything better, I wud like to know of it. Yours for the best methods. E. G. Hull.

HAVE TICKETS BOUND IN PADS.

Grain Dealers Journal: I have been reading in the Journal in regard to weight tickets and it is a subject that a dealer should not overlook. You will find enclosed blank ticket that we use with stub attached.

This form we have printed and bound

BRIGHT & SON

DEALERS IN ALL KINDS OF

Grains, Seeds and Coal.

Christiansburg, O., ... *190*.....

Mr.

Delivered *as follows:*

Gross weight

Tare weight

Net weight

Price per bushel

Test

From

..... *Weigher*

The Grain Dealers Journal is a great help in the grain business and every man in the business should keep it.—Anton Jydstrup, Summit, S. D.

Prussian crop conditions are officially reported at 62 per cent for wheat and 64 per cent for rye, against 80 and 82 per cent respectively, a year ago.

Crop Reports

Illinois.

Tremont, Ill., Nov. 24.—Corn yield 10% more than last season; quality all No. 3; 57 for cash corn. All corn graded when bought.—J. Velde.

Phelps, Ill., Nov. 28.—Corn yield 80% of last year's crop; quality 10% better; 25% of the new crop will be marketed before Jan. 1. Pay 54½ for No. 3 corn.—H. E Shieghart.

Hermon, Ill., Nov. 27.—Corn not yielding as good as last season; quality not as good. Movement of new corn slow; farmers holding for higher values; 55c for No. 3 corn.—G. S. Smith.

Middle Grove, Ill., Nov. 24.—Corn yield 15% less than last season; quality 15 poorer; movement of new corn light; ⅔ of the new crop will grade No. 3; 56½ for No. 3 corn.—C. E. Coyner.

Little York, Ill., Nov. 30.—Corn yield same as last season; quality not as good. Farmers all holding for 60c; 50% of the new corn will grade No. 3; pay 54c for No. 3 corn.—P. H. Shughart.

Galesburg, Ill., Nov. 28.—Corn yielding same as last year; quality good, No. 3 or better. Wheat 25% decrease from last year; going into winter in fair condition. Pay 55½ for No. 3 corn.—E. Larimer.

Berwick, Ill., Nov. 27.—Corn yield 20% better than last season; quality same as last year; 25% will be moved before Jan. 1; 80% of the new corn will grade No. 3; 54½ for No. 3 corn.—W. M. Simmons.

Abingdon, Ill., Nov. 27.—Corn making a better yield than last season; quality much better; 50% of the new corn will grade No. 3; 25% will be marketed before Jan. 1; 54½ for No. 3 corn.—L. F. Young.

Pekin, Ill., Nov. 24.—Corn making a yield of 66⅔ of last year's crop; quality same as last season; 95% of the new crop will grade No. 3. Farmers are holding for 60c. Pay 59c for No. 3 corn.—J. C. Aydelott.

Tremont, Ill., Nov. 24.—Corn 70% of an average crop; 75% of the new crop will grade No. 3; 35% will be marketed between now and Jan. 1; 57c for No. 3 corn. Grades guaranteed.—S. A. Hayward.

Tremont, Ill., Nov. 24.—Corn yield same as last year; quality all No. 3; ⅛ of the new crop will be marketed between now and Jan. 1; 57c for No. 3 corn. Grade guaranteed by hauler.—H. L. Schmutz.

Monmouth, Ill., Nov. 28.—Corn yield same as last season; quality not as good; 40% of the new crop will be marketed by Jan. 1; 50% of the new crop will grade No. 3; 54½ for No. 3 corn.—Wells & Efaw.

Eden, Ill., Nov. 26.—Corn yield 90% of an average crop; quality 15% better than 1907; 75% of the new corn will grade No. 3; 25% of this year's crop will be moved between now and Jan. 1; 56c for cash corn.—C. F. Holt.

London Mills, Ill., Nov. 27.—Corn making 20% less than last year; quality same as last year; 80% of the corn will grade No. 3; 20% of the new corn will go in on the market between now and Jan. 1; 56c for No. 3 corn.—Hummel Bros.

Seaton, Ill., Nov. 30.—Corn yielding 10% better than last season; quality 10% better; will be 25% more corn marketed than last year; 100% will grade No. 3; some fields will make a yield of 100 bu. per acre.—A. L. Duncan & Son.

Trivoli, Ill., Nov. 26.—Corn yield 25% better than last season; quality same as last year; 50% of the new corn will grade No. 3; movement of new corn is light; farmers are inclined to hold for higher values; 56c for No. 3 corn.—L. A. Peters.

Monmouth, Ill., Nov. 28.—Corn yield 20% better than 1907; quality 30% better than last season; 20% of the new crop will be marketed between now and Jan. 1; 75% of the new corn will grade No. 3; 54½ for No. 3 yellow.—Geo. B. Waren.

Pekin, Ill., Nov. 24.—Corn making a yield of 80% of last year's crop; quality 25% better than 1907; 80% of the corn will grade No. 3; 20% of the new crop will be marketed between now and Jan. 1; 59c for No. 3 Corn.—Turner-Hudnut Co.

Fancy Prairie, Ill., Nov. 30.—In this section corn is of about the same yield as last year, but quality 15% better than last year. Very little corn is being sold. Farmers are mostly holding for 60c. Wheat is looking poor. I believe the late rains will benefit it some.—S. C. Shaw, mgr. Fancy Prairie Grain & Coal Co.

Galesburg, Ill., Nov. 28.—Corn yield same as last season; quality all No. 3. Farmers inclined to sell at present values, 60c will bring a liberal movement of corn. Fifty per cent increase in acreage of winter wheat sown this season, which goes into winter quarters under very favorable condition.—C. H. Anderson.

Indiana.

Mellott, Ind., Nov. 27.—Corn in this vicinity will make 25 bus. to the acre; quality good.—Ed. Lee.

Brooklyn, Ind., Dec. 7.—No grain is moving in this market as yet, and there is very little to move.—T. J. Hughes.

Montmorenci, Ind., Nov. 27.—All done husking, corn making 20 to 30 bus. per acre. Don't look for much movement till after Jan. 1. Farmers holding for higher price.—Edward Taylor.

Iowa.

Pekin, Ia., Dec. 8.—Grain is moving slowly here. Farmers are holding for higher prices.—H. A. Bills, Douds Leando, Ia.

Toeterville, Ia., Dec. 4.—Little, practically no grain moving here. Oats is main crop and pretty well sold out.—John Mundt & Son.

Osceola, Ia.—The farmers of our territory have built more cribs and cribbed more corn than for five years. Some corn is soft.—O. T. Hulbird.

Brighton, Ia., Dec. 3.—Corn yielding 20% better than 1907; quality 80% of last season; 75% of the new corn will grade No. 3 or better.—D. O. Friend.

Whittemore, Ia., Dec. 1.—Grain business very dull. Oats poor and a light crop. The corn is of good quality and we expect to ship a little this year.—H. E. Reed.

Newport, Ia., Dec. 1.—Corn yielding same as last season; quality same; 75% will grade No. 3; 40% will be marketed by Jan. 1; 52c for No. 3 corn.—Baird Bros.

Newburg, Ia., Dec. 3.—Corn yielding 25% better than last season; quality 50% better; 75% will grade 3 or better. Movement of corn slow; 52c for No. 3 corn.—Willson & Jacobson.

Morning Sun, Ia., Dec. 1.—Corn yielding 25% more than last season; quality same; ⅔ of the corn will grade No. 3; ⅓ of it will be marketed by Jan. 1; 50c for No. 3 corn.—Wm. Beck.

Fremont, Ia., Dec. 4.—Corn yielding 10% better than last season; quality same; 25% will grade No. 3; movement light; farmers not ready to sell; 49½ for No. 3 corn.—J. E. Kennel.

Newburg, Ia., Dec. 3.—Corn yielding 30% better than last season; quality 50% better; 100% will grade No. 3 or better; 25% will be marketed by Jan. 1; 51c for No. 3 corn.—C. J. Hesson.

Grinnell, Ia., Dec. 3.—Corn yielding 15% better than last season; quality 33% better; 90% of the new corn will grade No. 3. Movement slow; 50c for No. 3 corn.—Willson & Jacobson.

Lacey, Ia., Dec. 5.—Corn yielding 10 bus. better per acre than last season; quality same; 50% will grade No. 3; 25% will be marketed by Jan. 1; 50c for 70 lbs. per bus.—G. W. Tudor.

Searsboro, Ia., Dec. 7.—Corn yielding 95% of last year's crop or 75% of a full crop; 80% of this new crop will grade No. 3 or better. Movement slow; 50c for cash corn.—J. P. Baker.

Wright, Ia., Dec. 5.—Corn yielding 20% better than last season; quality not as good; 50% of the new corn will grade No. 3. Movement very light; 50c for ear corn.—D. K. Unsicker.

Olds, Ia., Dec. 3.—Corn yielding 10% better than last season; 25% of the corn will grade No. 2; 60% will grade No. 3. Holding for higher value; 53c for No. 3 corn.—Stephenson Bros.

Oakville, Ia., Dec. 1.—Corn yield 20% better than last season; quality 20% better; 95% will grade No. 3 or better; 35% will be marketed before Jan. 1; 53c for No. 3 corn.—J. A. Duncan.

Winfield, Ia., Dec. 2.—Corn yielding same as last season; quality not as good; movement light. Farmers holding for higher values; 52c for No. 3 corn.—A. L. Thomas, mgr. Farmers Elvr. Co.

Hedrick, Ia., Dec. 4.—Corn yielding 15% less than last season; quality not as good as last season; 50% will grade No. 3; 10% will be marketed by Jan. 1. Pay 50c for corn.—W. F. Broadwell.

Fremont, Ia., Dec. 4.—Corn yielding 15% better than last season; quality 10% better; 65% of the new corn will grade No. 3; 15% will be marketed by Jan. 1; 49½ for ear corn.—G. W. Beck & Co.

Martinsburg, Ia., Dec. 3.—Corn yielding 10 bus. less than last season; quality same; 100% will grade No. 3. Movement light, farmers holding; 52 for shelled corn and 50 for ear.—Ogden-Meict Co.

Woolson, Ia., Dec. 3.—Corn yielding 20% less than last season; quality 20% poorer; ⅛ of this year's crop will grade No. 3. No movement of new corn; farmers not inclined to sell at present values; 49½c for ears and 50½c for shelled corn.—R. J. Woody.

New Sharon, Ia., Dec. 7.—Corn yielding 20% better than last season; quality 25% better; 90% of the new corn will grade No. 3; 10% of this year's crop will be marketed by Jan. 1; 51c for ear corn.—Wm. K. Neill.

Hedrick, Ia., Dec. 4.—Corn yielding 20% better than last season; quality 90% of the quality of last season. Movement light; 10% will be marketed before Jan. 1; ¾ of the new crop will grade No. 3; 50c for corn.—James W. Jones.

Wayland, Ia., Dec. 3.—Corn yielding same as last season; quality 25% better; 7/10 of the new corn will grade No. 3. Movement of new corn light, farmers holding for higher values; 53c for shelled, 52c for ear, 70 lbs. per bus.—Keith & Schowalter.

Cleghorn, Ia.—All of our new corn will grade No. 3 yellow. We have bot 50,000 bus. in the last ten days and farmers are offering freely at present prices. We are paying 48 to 50 cts. Last year corn for Dec. delivery was started at 32 cts.; this year at 55 cts. None is being fed as feeders had poor returns last year. Altho we are 500 miles from Chicago, the railroad has equipment to spare and is rushing grain thru in two and three days. Farmers got only about 30 bus. of oats to the acre this year, but notwithstanding their very inferior quality they brot 40 cts.—J. J. Stevens.

Kansas.

Topeka, Kans., Dec. 9.—The Kansas crop of winter and spring wheat in 1908 aggregated 76,808,922 bus., from 6,939,351 acres sown. Although the area was less than that of last year by 295,932 acres, this year's yield is 40% greater than the average of the preceding twenty years. The crop this year is sixth in volume, and, excepting 400,362 bus. of the spring varieties, it is all winter wheat. This year's spring wheat area shows another decrease; the crop was practically a failure, especially in those half-dozen or so of the northwestern counties where it is grown with more or less persistency, and where three-fourths or more of this year's sowing was, the remainder being distributed mostly in insignificant areas thru various other counties. Final returns show the total yield of winter wheat to be 2,802,560 bus. more than indicated by the preliminary estimate made by the Board's correspondents in August. Indications point to a smaller area sown to winter wheat this fall than a year ago. In many portions of the state sowing was unusually late, mostly on account of dry weather, which delayed plowing and planting. A month ago correspondents estimated the condition of the growing wheat at 88, compared with 100 as entirely satisfactory, and the quite general rains and snows since have made possible very material improvement. The total yield of corn this year was 150,640,516 bushels, from 7,057,535 acres. The average yield per acre this year is approximately the same as a year ago, but the price per bushel in 1908 averages more than 11 cents, or 26.6 per cent higher. In fact, in only one year in a third of a century has the farm price per bushel of corn averaged so high as in 1908, and it is a striking illustration of the changed conditions that a bushel of corn this year was worth more than three bushels in 1896. This year's yield was 5,352,190 bushels more than that of 1907, and approximates the average of the past twenty years. Hay yielded abundantly, and pastures were excellent. The state's alfalfa field of 878,283 acres represents an increase of over 18 per cent in the year. Other yields were: Oats, 16,707,000 bus.; rye, 361,000 bus.; barley, 2,657,000 bus.; emmer, 1,000,000 bus.; buckwheat, 4,000 bus., and broomcorn, 11,596,000 lbs.—F. D. Coburn, sec'y of Kansas Board of Agriculture.

Kentucky.

Frankfort, Ky., Dec. 3.—James W. Rankin, assistant commissioner of agriculture of Kentucky, has made a report that the condition of winter wheat from general observation is 40% and the area seeded only 26%. A. F. Bleidt, sec'y of the Central Kentucky Grain Dealers Ass'n, places the

Kentucky condition of winter wheat between 70 and 80%, and the government report gives the condition as 80%.

Michigan.

Lansing, Mich., Dec. 7.—The condition of wheat is 75%, against 83 a year ago. The condition of rye is 79%. During the four months prior to Nov. Dec. 1 farmers marketed 4,500,000 bus. wheat.—Geo. A. Prescott, Sec'y of State.

Minnesota.

Cottonwood, Minn., Dec. 7.—Wheat runs from 10 to 18 bus. per acre; oats, 30 to 50; barley, 25 to 35; flax, 10 to 15; corn, 35 to 50.—Henry Arneson.

Guckeen, Minn., Nov. 28.—We have a light crop here this year, but can not complain much as business has been fair. Farmers raised a good crop of corn, but do not think much will be shipped as they will feed about all there is.—T. F. Garry, agt. Western Eltr. Co.

St. Peter, Minn., Dec. 7.—About 50% of the wheat is still held back in the farmers' hands. No barley or oats are offered for sale and but little corn. Some farmers are already buying corn: We have had some inquiries for oats for spring sowing. On the whole, the crops were very light here the past year.—E. J. Matteson, agt. Plymouth Eltr. Co.

Missouri.

Chillicothe, Mo., Nov. 25.—Corn is only half a crop and not dry enough to bin as yet.—W. A. Giles.

Campbell, Mo., Dec. 2.—We will have an average crop of corn in this vicinity this year.—Campbell Mill & Light Co.

Windsor, Mo., Dec. 7.—Corn crop short here, and wheat of poor quality brings a good price. The prospect for the new wheat crop is good so far.—J. F. Feaster.

Chillicothe, Mo., Nov. 30.—Wheat very fair crop, but low grade on account of wet weather. Corn is a fair crop, but farmers are holding for better prices. We are offering 55c. per bus., but that does not make them let loose.—E. H. Lake.

Amoret, Mo., Dec. 3.—There is still some wheat and flax in this part of the country, held by the farmers for higher prices. The corn crop is light; and there will not be much corn shipped out of here this winter, as I am selling it out about as fast as I get it in.—Frank Oline.

Nebraska.

McCook, Neb., Nov. 29.—Plenty of moisture, rain and snow; the ground in good condition for fall wheat.—L. W. Schreiber.

Arlington, Neb., Dec. 4.—Oats and corn are very poor; wheat a medium crop; prospects for winter wheat around here pretty fair with reduced acreage.—R. E. Roberts.

Wahoo, Neb., Dec. 3.—Grain is moving very slowly at this place, partly on account of rough roads and also because it is not very plentiful here this year.—J. H. Swallow.

Raymond, Neb., Dec. 4.—The grain business is very light at this station, due to the best valley lands being flooded last July. The quality of the corn is good.—James Pearson, agt. Omaha Eltr. Co.

Milligan, Neb., Dec. 7.—More than 50% of the wheat crop has been marketed; but there has been only one car of new corn shipped out from this station.—W. D. Russell, agt. Lincoln Grain Co.

North Dakota.

Pickert sta., Blabon p. o., N. D., Nov. 28.—About 80% of grain has been marketed at good prices. Both weather and roads were good. About 90% of plowing has been done. Some farmers are still plowing. The fall has been very dry, but the ground is in good shape for a good crop if we have a heavy snowfall this winter.—J. C. Walters, agt. Amenia Eltr. Co.

Ohio.

Minster, O., Dec. 4.—Sown wheat fields look poor and bare.—Theo. B. Steinemann.

Christiansburg, O., Dec. 2.—Corn in fine condition and moving very slow.—C. L. Bright of Bright & Son.

Houston, O., Dec. 4.—Not over 10% of the wheat crop is now in the farmers' hands here. The prospect for wheat is the poorest in nine years. Oats were a short crop. Corn is moving slowly; the quality is good, but it will not average over 25 bus. to the acre.—The Farmers Eltr. Co.

Stelvideo, O., Dec. 4.—Corn is moving very slowly. The yield is about 30 bus. to the acre. We had no rain to soak the grain from Aug. 6 to Nov. 25. Much of the wheat lies in the ground dry; can not tell what the outcome will be. It will have to come up in the spring if we have any crop. —H. M. Coppess.

Columbus, O., Dec. 1.—Wheat shows a slight improvement since the issuance of the last report, its condition being now estimated at 60% compared with an average as against 56% reported one month ago. Local showers in many sections of the state have proven very beneficial, hence the increase in condition reported. The plant generally is small and weak, in poor condition to go into winter, and unless conditions are most favorable during the winter and early spring months many fields will be abandoned and put to other crops. The seeding was unusually late, due to the prolonged drouth, which also tended to greatly reduce the area seeded. The damage reported by insect pests is very slight. The amount of the crop sold as soon as threshed is estimated at 44%. The area planted to corn for this year's harvest as returned by the township assessors was 2,806,895 acres, and the average production per acre as now estimated by the correspondents is 36.9 bus., giving a total production for the state as a whole of 103,629,746 bus. This is an increase over the harvest of 1907 of approximately 1,300,000 bus. The crop generally is of good quality and was cribbed in fine condition. Husking was delayed to some extent by the continued dry weather; 4% of the present crop was put into silo. The average date of cribbing was Oct. 13.—Ohio Dept. of Agri.

Texas.

Godley, Tex., Dec. 2.—We have a good prospect for oats. Lots of fall oats are being sown, and we will have a large acreage. No wheat at all is sown.—W. S. Dement.

Van Alstyne, Tex., Dec. 7.—Crop conditions are normal. The weather is favorable for growing small grain. The acreage is about the same as last year.—Van Alstyne Eltr. Co.

Government Crop Report.

Washington, D. C., Dec. 7.—The crop reporting board of the Dept. of Agri. estimates the area seeded to winter wheat as 5.6% less than the revised estimated area sown in the fall of 1907, equivalent to a decrease of 1,762,000 acres, and indicating a total of 29,884,000 acres. The condition of winter wheat on Dec. 1 was 85.3, compared with 91.1 on Dec. 1, 1907, 94.1 on Dec. 1, 1906, and a ten-year average of 92.2.

The newly seeded area of rye is estimated as 4% less than the area sown in the fall of 1907, equivalent to a decrease of 80,000 acres, and indicating a total of 1,935,000 acres. The condition of rye on Dec. 1 was 87.6, compared with 91.4 on Dec. 1, 1907, 96.2 on Dec. 1, 1906, and a ten-year average of 95.0.

Comparisons for important winter wheat and rye states follow:

	Acreage compared with last year.	Acres, 1908-9.	Average condition Dec. 1. 1908.	1907.	10-yr. av.
WINTER WHEAT.					
Kan.	96	6,173,000	92	95	93
Ind.	88	2,446,000	65	91	91
Ill.	88	2,095,000	72	91	93
Neb.	99	2,335,000	89	93	94
Mo.	94	2,135,000	90	93	93
Ohio	82	1,743,000	62	84	88
Penn.	95	1,545,000	88	86	94
Cal.	90	1,080,000	92	88	93
Okla.	90	1,241,000	89	94	93
Tex.	94	929,000	89	93	92
Mich.	89	797,000	74	87	88
Tenn.	96	806,000	87	90	89
Ky.	90	699,000	80	96	91
Md.	100	773,000	95	84	93
Others	105	5,087,000	88	91	93
U. S.	94.4	29,884,000	85.3	91.1	92.2
RYE.					
Mich.	92	339,000	81	88	94
Penn.	108	368,000	90	88	95
Wis.	95	281,000	86	97	97
N. Y.	96	140,000	92	92	96
Minn.	96	88,000	91	94	94
Neb.	93	85,000	90	90	95
Ill.	89	63,000	80	94	97
N. J.	102	80,000	100	84	96
Others	94	491,000	88	93	95
U. S.	96.0	1,935,000	87.6	91.4	95.0

India's area sown to wheat for the 1907-8 crop was 21,580,700 acres, a large decrease from the 29,212,500 acres sown for the preceding crop.

The first cargo of wheat to arrive at Galveston, Tex., was received recently on the steamer Hector from Newport News, Va. The wheat is for seed. Was it Miracle wheat?

Shippers and Carriers Agree at Louisville on Readjustment of Rates to the Southeast.

On Dec. 1, 30 grain men and millers representing eleven cities met at the Seelbach Hotel. These dealers do most of their business in the Southeast and Carolina territory. For years there has been a wrangle over the proper adjustment of rates to this territory. First one section and then the other claimed to be getting the worst of the rules and regulations which the railroads put in force. Neither the shippers nor the railroads could agree on a satisfactory adjustment.

However, after an all-day meeting, a plan was agreed upon which met the unanimous approval of all present.

On December 2 this new rate basis was submitted to the representatives of the railroads entering the Southeast and Carolina territory, and they promised to put it in effect as soon as they get the Interstate Commerce Commission's consent.

While neither the grain shippers or the railroad men would give out the details of the new adjustment, they stated that it would equalize the rates throughout that territory and put all shippers, large and small, on the same footing.

The following were in attendance: Sou Ry., R. L. McKellar, J. B. Campbell, F. S. Reigel; C. N. O. & T. P. Ry., H. A. Poveleite; St. L. & S. F., G. K. Vorhees; M. & O., J. M. Denyvan; L. H. & St. L. Ry., L. J. Irwin; L. & N., A. R. Smith; I. C., C. C. Cameron, William Smith, Jr.; N. C. & St. L. Ry., C. Barham.

Nashville, C. D. Jones, Albert Rothschild, Caswell E. Rose.

Cincinnati, H. L. Early, H. E. Richter, C. E. Nippert, E. A. Fitzgerald.

New Albany, J. M. McDonald.

Louisville, S. Zorn, A. Brandeis, T. G. Williams, H. H. Bingham, Jno. D. Smith, R. Lee Callahan, W. M. Atkinson, T. N. Hartwell, Chas. P. Ballard, A. C. Schuff, D. P. Hamilton, F. C. Dickson, F. H. Nesmith, H. Fruechtenicht.

Lexington, J. B. LeCompte.
Cairo, J. B. Magee.
Evansville, C. M. Bullitt.
Henderson, A. Waller.
St. Louis, J. C. Lincoln.
Memphis, S. M. Bray, J. S. Davant.

At the close of the all-day conference of the grain shippers and millers, the Louisville dealers entertained their visiting brethren with a sumptuous dinner at the Pendennis Club. Good fellowship prevailed and every one was pleased that after many years a plan had finally been suggested that would satisfy all concerned.

Mr. A. Brandeis was toastmaster and Mr. J. B. Magee of Cairo expressed in a very cordial speech the appreciation of visitors for the kindness shown them during their visit.

Mr. Frank Hartwell of Louisville spoke upon the good which he thought would result from the Interstate Commerce Commission. He said that while some of their rulings would perhaps seem unfair and maybe hinder business in some sections, eventually it will equalize all rates in every line of business and put American manufacturers and shippers in a position to maintain their place at the head of nations. His tribute to the Commission was well received and the dinner was brought to a close to give the dealers a chance to go to the theater.

The National Corn Exposition at Omaha

Program Grain Dealers' Day.

TUESDAY, Dec. 15th:

10:30 A. M., General Reception on the Floor of the Omaha Grain Exchange.

2:00 P. M., Concert Hall within the Exposition Grounds, Music.

Address: Gurdon W. Wattles, President National Corn Exposition.

Address: J. A. Tiedeman, President Grain Dealers' Ass'n, Sioux City, Iowa.

Address: "Improvement of the Oat Crop," Prof. M. L. Bowman, Farm Crops Department, Iowa State College of Agriculture, Ames, Iowa.

Address: "The Relative Value of Good and Poor Oats to the Cereal Miller," J. C. Murray, Manager Grain Department, The Quaker Oats Company, Chicago, Ill.

Illustrated Lecture: "Oat Breeding," T. R. Garton, Warrington, England.

The most elaborate wheat milling test ever exhibited.

Premiums Offered.

The Premium List of the Corn Exposition is a pamphlet of 64 pages in small type and embraces almost every article of practical value to the corn grower as well as pianos and luxurious furniture. The total value of all premiums is well in excess of $50,000.00.

As first premium for Class C, Lot 2, Corn Show Exhibit, open to the world, the Marseilles Mfg. Co., Marseilles, Ill., will give a corn sheller, valued at $400.00.

As a third premium for Class F, Lot 2, Wheat Milling Special, open to the world, the N. P. Bowsher Co., of South Bend, Ind., will give a Bowsher Power Grinder, valued at $85.00.

As a first premium for Class F, Lot 4, Durham Wheat Milling Special, open to the world, Fairbanks, Morse & Co. will give a wagon scale, valued at $155.00.

Colorado will show barley grown at the elevation of 10,200 ft. at the National Corn Exposition.



Oats Judging Trophy.

Oats Judging Trophy Offered by the Western Grain Dealers Association.

Since its organization about eight years ago, the Iowa Grain Dealers Assn., now succeeded by the Western Grain Dealers Assn., has done an important work along the line of the improvement of the grain crops. This association has always given every assistance possible to the Iowa State Agricultural College in a general way.

The "Seed Corn Special Train" idea originated in the minds of Supt. W. H. Given of the Rock Island R'y., and M. McFarlin, of Des Moines, who advised with Secy. Wells of the Iowa Grain Dealers Assn., with the result that a "Seed Corn Special" was run over Mr. Given's division of the Rock Island Railroad. Secy. Wells, through the grain dealers at each station, arranged to have the farmers present on arrival of the train to hear Prof. Holden lecture on corn.

This experiment was so successful that the following year Secy. Wells arranged with the officials of the different Chicago-Iowa railroads to run "Seed Corn Special Trains" over their lines in Iowa under the auspices of the "Extension Department" of the Iowa State Agricultural College, the arrangement of schedules, advertising and management of programs being entirely under the management of Secretary Wells, who also accompanied the trains during the entire program, having general supervision of the work.

The time occupied by train schedules during that season was 49 days. The trains consisting of a sleeper, diner, three day coaches and a baggage car, that were gratuitously provided by the railroad companies, traveled over 10,000 miles, made 700 station stops, and over 1,000 lectures were delivered to nearly 150,000 farmers. The "Seed Corn Special Train" propaganda, organized and promoted by the Iowa Grain Dealers Assn., has resulted in a great awakening of the farmers to the possibility of raising better corn.

Judging contests by student classes of different agricultural colleges have stimulated great interest among the agricultural students and farmers in livestock and corn, so that farmers generally have become interested in the merits of the individual animal and the individual ear of corn. A single ear of corn, the champion sweepstake prize winner at the Ames short course three years ago, sold for $150 and is owned by Mr. D. L. Pascal of DeWitt, Ia.

Having in mind the benefits gained by intercollegiate judging contests with the Spoor trophy as a prize in livestock, and the Cook, Wallace and Whiting trophies in corn, the Western Grain Dealers Assn. at its last annual meeting decided to offer a trophy to be contested for by the oats judging classes of the different state agricultural colleges, and we give above an illustration of the trophy offered by the Western Grain Dealers Assn. It represents a sheaf of oats, is being built by Tiffany of New York, at a cost of nearly $1,000.

Student classes of different state agricultural colleges are now being trained for the oats judging contest to compete for this trophy, that will occur at the National Corn Exposition at Omaha. The team winning three annual contests in succession to become the permanent holder of the oats judging trophy.

Will the United States import Argentine flaxseed on this crop?

Chart of Grades Marketed at Omaha and Chicago.

Sec'y Geo. A. Wells, of the Western Grain Dealers Ass'n and Mr. G. B. Powell, Chief Inspector of the Omaha Grain Exchange and Sec'y McVann have arranged for a demonstration exhibit showing the comparative amount of the different kinds of grains and relative amount of the several grades. This will be put up in a graphic form and should offer a persuasive argument for the need of improvement in our grain crops. This exhibit will be offered in contrast and along side of the choice prize winning exhibits.

It is the intention to make up a type sample of each of the various grades of oats that are shipped to the Omaha market and, in connection with these type samples, show the proportion of each grade by graphical illustration. The same showing is to be made for the Chicago market so that the grain growers who attend the convention can see just what results they are obtaining in the market.

Sec'y Wells' exhibit will show the comparative receipts of different grades of oats received at the Omaha and Chicago markets on this crop and the amount of poor quality as compared with the good quality of oats that is being produced in this country. Sec'y Wells is thus introducing a new feature in grain exhibits. He believes that it will be an education to the farmers to show them how much low grade stuff is actually being sold by farmers and thus awaken in them a desire to improve their oats crop.

Milwaukee will be represented at the Corn Exposition by W. M. Bell, B. G. Ellsworth, M. G. Rankin, Harry Stratton, P. P. Donahue, C. W. Schneider, James A. Mander and A. K. Taylor. They will go on the Grain Dealers Special.

The officers and members of the Omaha Grain Exchange will be at home to the grain trade of the United States, Tuesday, December fifteenth, nineteen hundred and eight, "Grain Exchange Day" of the National Corn Exposition, at the Exchange rooms, Brandeis bldg., Seventeenth and Douglas streets, Omaha.

The Grain Dealers' Special Train.

Those going to the Corn Exposition at Omaha for Grain Dealers Day will leave Chicago via the Chicago & Northwestern Ry. by Special Train on Monday evening, Dec. 14, at 6:05 p. m.; returning will leave Omaha on Tuesday evening and arrive in Chicago on Wednesday morning.

Fare from all points in Illinois will be one and one-half cents per mile for the round trip. The train will be parked at Omaha, and can be used as a hotel. Sleeping car fare and diner will be extra.

Reservations may be secured, and additional information obtained by addressing Frank M. Bunch, Chairman, 97 Board of Trade building.

The following are the rates for the round trip: Fare, $15; berth, $5; section, $10; compartment, $14; drawing room, $18.

Among those who have arranged to visit the Corn Exposition on Grain Dealers Day and who will go on the Grain Dealers Special Train are the following commissioners for Illinois appointed by Governor Deneen: E. M. Wayne, Delavan; H. A. Hillmer, Freeport; B. P. Hill, Freeport; C. P. Cummings, Beardstown; J. R. Ralston, Caledonia; W. L. Shellabarger, Decatur; C. C. Miles, Peoria; Edwin Beggs, Ashland; Frank Supple, Bloomington; S. W. Strong, Pontiac; J. F. Umpbley, Pana.

From Illinois: J. E. Collins, Garrett; C. W. Savage, Virginia; A. G. Tyng, Peoria; B. E. Miles, Peoria; M. Truby, Joliet; H. I. Baldwin, Decatur; F. J. Rapp, San Jose.

The Farmers Grain Dealers Ass'n of Illinois will be represented by Thos. Lamb, pres., and J. A. McCreery, sec'y, who will go on the special train.

John Studabaker & Son, of Bluffton, Ind., expect to go.

John F. Courcier, sec'y Grain Dealers Nat'l Ass'n, Toledo, O., will go on the Special Train.

After the National Corn Exposition is over there will be an auction sale of the "thoroughbred" corn, wheat and oats.

The Indiana Special Train.

The Indiana Corn Special leaves Indianapolis, at 3:15 p. m., Monday, Dec. 14, via the Monon Route, stopping at Sheridan, Frankfort, Delphi, Monticello, Monon, Rensselaer, Lowell and Hammond. Parties East, South and West of Indianapolis should arrange to join the train at Indianapolis.

Parties who cannot join the Special at above named places can purchase their tickets from their home station by route most convenient to Chicago, joining the party there. See that your tickets read "via the Chicago & Northwestern Railway from Chicago to Omaha and return, in order to secure your sleeping car accommodations and travel on the 'Indiana Corn Special.'

The Special leaves Chicago from the Northwestern Depot, at 10:30 p. m., Monday, Dec. 14, making connections with all in-bound evening trains.

Round trip tickets at one and one-half fares will be sold from all points in Indiana and Ohio. The rate from Indianapolis to Omaha and return will be $20.55.

Returning the special train will leave Omaha Friday, Dec. 19th, at 7:25 a. m., giving a daylight ride through Iowa and Illinois.

For particulars of the Indian Corn Special apply to G. I. Christie, La Fayette, Ind.

Minneapolis will be represented at the Corn Show by John R. Marfield, E. S. Woodworth, J. L. McCaull, A. G. Moritz, A. F. Brenner and W. P. Devereux. J. G. McHugh, secretary of the chamber, will have charge of the delegation.

E. S. Helms, of Turkey Hill, Ill., was awarded the first premium on ten ears of white corn at the Illinois State Corn Exposition. The premiums totaled $105 in cash and $160 in merchandise. Mr. Helm also won the second premium on yellow corn.

On Grain Exchange Day Kansas City will be represented by W. C. Goffe, W. W. and E. D. Bigelow. The Kansas City Board of Trade has extended an invitation to the members of the St. Louis party who will attend the Corn Show to be their guests on the return trip, when they are to spend a day in Kansas City.



National Corn Exposition will be held in Auditorium at Omaha, Nebr., Dec. 9-19.

New Fire-Proof Grain Storage For Minneapolis.

Minneapolis is becoming a great grain elevator center, and many of its new plants are of fire-proof construction. In fact, the competition of that city's present fire-proof grain storehouses is such that none can afford to build a wooden elevator in that market. The saving in insurance on grain stored in a fire-proof plant, will more than pay the interest on the increased cost of such structures over that of wood.

Illustrated herewith is the latest addition to the city's fire-proof grain storehouses. It is a 500,000-bu. annex to The Cargill Elevator Co.'s Elevator "T." It consists of 24 reinforced concrete tanks, each of which is 20 ft. 4 in. in diameter, and 90 ft. high. The tanks are arranged in three rows, of 8 each, thus making 14 interspace bins. All bins are hoppered and self-cleaning. Below the bins are two 30-in. belt conveyors, which enable all bins to be emptied quickly.

The cupola above the tanks is of steel and thru it run two 30-in. belt conveyors, which come from Elevator "T", thru the steel conveyor gallery, by which all bins can be quickly filled.

Power is transmitted by rope drive, from the shafting of Elevator "T" to the conveyors of the Annex.

This fire-proof annex, as well as a concrete seed warehouse, 30x150 ft., 10 ft. high, nearby, were designed and erected by The Barnett & Record Co., and are now in full operation.

Mexico's wheat duty has been decreased one-third.

The sale of bleached flour unless so labeled is unlawful under a ruling by the Wisconsin Food Commission.

Too strong a solution of vitriol killed the seed sown for hundreds of acres of wheat near Walla Walla, Wash., this fall.

The area under winter rice in Bengal is officially reported at 17,547,700 acres and the crop prospect 80 per cent of normal.

Meeting of Illinois Ass'n Directors.

Pursuant to notice, the directors of the Illinois Grain Dealers Ass'n met in the St. Nicholas Hotel, Springfield, Ill., at 10 o'clock a. m., Nov. 27th.

Present: E. M. Wayne, Pres.; Edwin Beggs, G. D. Montelius, J. E. Collins, H. A. Hillmer, and A. G. Tyng, directors, and S. W. Strong, sec'y.

The minutes of the last directors' meeting were read and on motion approved.

The Secretary gave a report of the action of the various committees during the past six months, on the following subjects:

Baltimore Inspection.
Interest Charges at Chicago.
Financial Matters.
Illinois Corn Exposition at Springfield.
National Corn Exposition at Omaha.
Switching Rule No. 23.
Sixteenth Annual Directory.

All of which reports were approved by the Board.

The following new members were reported to the Board as having applied for



New 500,000 bu. Annex to Terminal Elevator "T" at Minneapolis, Minn.

membership in the Ass'n and being duly recommended:

Brown & Moxley, Rosamond.
C. A. Dickey, Champaign.
William Werner, Beecher.
Parker & Fullerton, Tuscola.

On motion the applicants were duly voted into the Ass'n.

The following resolution was adopted:

Resolution of Sympathy.

WHEREAS, We learn with sorrow and regret of the death of Frank M. Pratt, which occurred at Houston, Tex., the 9th inst.

WHEREAS, Our deceased brother was for many years an active and earnest member of this organization, and for many years its treasurer, now therefore, it is,

Resolved, That by the death of our brother, the Association has lost an earnest and conscientious worker, for the advancement of the trade; and a friend who ever extended a helpful encouragement to all interested in the grain business. We deplore our loss, and extend to his family and relatives our earnest and heartfelt sympathy.

Resolved, That a copy of these resolutions be spread on the records, published in the grain journals, and sent to the bereaved family.

NEXT MEETING PLACE.

Director Tyng called up the matter of fixing the meeting place for the Sixteenth Annual Convention of the Ass'n and moved that an informal vote be taken. Motion prevailed.

The informal vote showed six for Peoria and two votes for Decatur.

H. I. Baldwin moved, that the next Annual Convention of the Illinois Grain Dealers Ass'n be held in the City of Peoria on June 8th and 9th, 1909.

Carried unanimously.

The following resolution was read, adopted and ordered printed in the Grain Journals and sent to the General Freight Agents of the railroads doing business in Illinois.

Ask Steel Cars for Grain Shipments.

WHEREAS, There is a constant and insistent complaint, by the country shipper as to leaky cars, in which grain is forwarded from the country station, and:

WHEREAS, The like complaint is made by those who are engaged in forwarding grain from one terminal market to another, or to the sea board for export, and

WHEREAS, Experience has demonstrated beyond any possibility of a doubt, that the ordinary box car, in a short time after being put into service, begins to leak when loaded with grain; and thereafter forever so long as it is in use leaks and dribbles grain; now therefore be it

Resolved, By the Board of Directors of the Illinois Grain Dealers Ass'n, that the railroad companies be and they are hereby requested and urged, in the hereafter when placing orders for new rolling stock, and more particularly for box cars, to order cars manufactured from steel, and thus eliminate for all time complaints occasioned by losses from leaking cars.

Resolved, further, that the Secretary of this organization is hereby instructed to forward a copy of these resolutions to each of the General Freight Agents of the railroads doing business in the State of Illinois, and to the Grain Journals.

Mr. A. G. Tyng presented the following resolution, which was adopted:

Want Uniform Grades Adopted Everywhere.

RESOLVED, That the Directors of the Illinois Grain Dealers Ass'n, are heartily in favor of the adoption by all markets of the Uniform Grades adopted at the meeting of the Grain Dealers National Ass'n in St. Louis, realizing that the uniform grades will greatly simplify the handling of grain, and be of great benefit to all dealers in this State.

Resolved, That our Secretary be requested to write to the Secretaries of the Boards of Trade of all the larger markets, urging their adoption of the uniform grades as mentioned above.

The following resolution was presented, read and adopted:

Establish a Claims Committee.

RESOLVED, By the Board of Directors of the Illinois Grain Dealers Ass'n, that a new committee be hereby appointed by the President, to be known as the Claims Committee; and that said committee shall consist of three members of which the President shall be the chairman.

That it shall be the duty of the Claims Committee to arrange with an attorney to represent the members of this Association whenever called upon to collect from any railroad company or other common carrier, any amount lost by reason of the fault of said common carrier.

The said Committee shall arrange the terms upon which said attorney shall represent the members; and the Committee shall see that no fraudulent claim is filed, nor that any member is allowed to file a claim for more than he is justly entitled to, the whole idea of a Claims Department, being a friendly adjustment of all differences, between the railroads and the members of this Association, at the minimum of expense and trouble.

The said Committee shall not make any arrangement, whereby the Association shall in any event become liable for any expense whatever in the prosecution of any claim; but the Committee will endeavor to make such a contract as will be equitable and whereby the members will receive prompt and efficient service and every claim bear its own expense of collection.

On motion the Board adjourned.

S. W. Strong, Secretary.

The Conference Between Southwestern Shippers and Exporters.

Southwestern shippers who sell grain their track are much grieved over the refusal of the exporters to adopt a more reasonable scale of discounts, and many are protesting against the heavy discounts now in force, as published on page 679 of this Journal for Nov. 25.

On Nov. 16 a committee composed of President Cox of the Kansas Grain Dealers Ass'n, Mr. Kelly of Wichita, Sec'y Prouty of the Oklahoma Grain Dealers Ass'n and J. S. Hutchins, President of the Oklahoma Grain Dealers Ass'n, met the Exporters by appointment in Kansas City, Mo. The committee asked that the arbitrary dockage imposed by the exporters on off-grade corn should be modified to such an extent that each car should stand on its own merits. The representatives of the shippers claimed that No. 4 corn should not be docked 3c, as a large proportion of it was never dried, but merely cleaned and mixed in with the No. 3 and No. 2 corn.

The committee maintained that the grade of No. 5 was unnecessary as corn below the No. 4 grade would probably have to be dried, and would therefore take the No Grade. It also contended that a car of No Grade corn might have been graded so from being a little warm or damp in one part of the car, while the most of the car was in good sound condition. The committee asked that the dockage on No. 4 corn be reduced to at least 2c and that all No Grade corn be handled for the shipper's account and taken on contract if grading No. 3 after handling.

After a lengthy discussion between the committee and the exporters, it became apparent that the exporters were well organized and that they did not feel inclined to make any concessions at the present time. They maintained that the exporters had handled off-grade corn in years past at a loss and that the schedule they had agreed upon was only equitable and fair, and that it would take this scale of dockages to protect them. They maintained that it was impossible to handle separate cars for the shipper's account, as the Wharf Company at Galveston claimed it could not keep corn separate, but that corn of the same grade would go in bins of that grade for the exporters account.

A message from C. McD. Robinson, Chief Inspector at Galveston, said that out of the new corn arriving from this crop's shipments, there had been less than 10% graded below No. 3.

It was disclosed that the Wharf Company at Galveston is only operating Elevator "A," but is reported to have agreed with the exporters to operate Elevator "B," which will give them a better chance to handle off-grade corn.

Some of the exporters expressed themselves as willing to have all corn grading below No. 3 handled for the shipper's account, but there was no general agreement along this line. The opening of Elevator "B" will probably give the shipper a chance to have his own corn handled if he supplies the exporter with another shipment of corn to replace the one of off-grade.

In speaking of the meeting Chairman J. S. Hutchins said, "While I can not say that our meeting was successful, I think that it had a good effect in getting the two associations in closer touch with the exporters, and I doubt not that good will come of it in the near future."

First Annual Ohio Corn Show.

The corn show held Nov. 23-25 at Ohio State University, Columbus, by the Ohio Corn Improvement Ass'n, gathered what good judges declare was the finest and largest lot of corn ever exhibited at any state show. The show was a grand success. It took three rooms closely filled with tables to exhibit the entries. The favorable season the state has had for producing, maturing and curing corn is responsible for the great interest shown by farmers.

Every department of the exhibition was well filled, pedigreed corn being conspicuous.

Practically all of the entries which took first prize will be entered in the National Show at Omaha with a good prospect of carrying off a large proportion of the prizes owing to favorable weather conditions in Ohio.

In competition for the Grain Dealers Trophy eight entries were made. R. K. Beam & Son of Greenville, O., won the Grain Dealers Trophy, and their exhibit merited a reward, as it was certainly a beauty, being composed of 50 as fine ears of corn as were ever shown.

The Corn Dinner on the evening of the third day was thoroly well enjoyed by the 300 who took every chair. Among the viands on the menu were Soup a la Zea Mays, Krisp Corn Kernels, Hogged Corn and Apples, Lemon Ice with Corn Sticks, Hulled Corn, Escalloped Corn, Hoe Cake and Indian Pudding.

Hundreds of cars of kaffir corn are being loaded near Clarendon, Tex., for shipment to England, there to be made into pancake flour. Pancake flour from kaffir corn is something new in this vicinity but it is said to make as good or even better flour than wheat for pancakes. The price paid is 90 cents a bushel. One man has raised and sold 600 bushels of this corn this season.

I have planted corn for three years in the light of the moon when the sign is in the twins. The result has far surpassed my expectations. For three years I have been growing corn under these conditions and have obtained six out of ten stalks with two ears. I have not always been able to plant when the sign of the moon was exactly right and when I did not the best I could do was one ear and a nubbin on about six out of ten stalks.—M. W. McDonald, Emmett township, Ill.

Boston's Grain Trade.

There are 250 cities in the New England states which have a population of over 5000 people; into this great maw the grain producers of the Mississippi Valley are pouring a portion of their products. Because in every direction from the Hub city except oceanward, there are hundreds of buildings, porous with lights, within whose walls thousands of men, women and children, are weaving and spinning, integrals of the great manufacturing industries which have made New England renowned; because these same people form a large portion of a great consuming district, the Boston grain dealer's mind reverts first to them when he considers the grain business.

Again, he takes into consideration the New England farmer who is a consumer of grain, tho this year he has been forced thru the high prices of Western grain to coax his worn out fields again to yield corn and wheat. The New England farmer generally is not a prosperous man tho he is getting 9c a quart for his milk, and 60c a doz. for fresh eggs, he can't make money. High prices drove him to the fields, and he has raised one of the largest crops of grain this year ever harvested in the New England states. Nature has been kind to him with plenty of forage so he has said to the Western farmer "keep your grain." This has made trade dull in Boston. This has made those who depend upon the consumers of New England to wish that Patten would drop the price of corn 10c a bushel.

There are three classes of grain dealers in Boston. The Jobber who buys what grain he gets and pays for it, the Retailer who buys it and the Broker who handles it for $1.87 per car. Very little grain is consigned to Boston because the Jobbers find it more profitable to purchase grain from a Broker who is a member of the Chamber of Commerce. Then in case of dispute there is an accredited



Chief Grain Inspector.
Seth Catlin, Boston, Mass.

representative on the spot where the matter can be threshed out.

Elevator facilities are good for handling grain, but very little local grain ever goes thru them. In fact the receipts and shipments of grain in Boston are no criterion of what this port is doing in the grain business, for about all of the grain which comes into New England is diverted from some Western point. Boston is a great exporting port and will continue to be better as this port is ten days nearer to Liverpool than any other upon the Atlantic seaboard and fast steamers ply between here and Europe.

From 10:30 until 2:15 corresponding with the Chicago Board of Trade business hours, about 150 grain dealers gather in the dome shaped, spacious, airy and dignified trading room, in the Boston Chamber of Commerce building, make their trades, watch the market reports, smash each others hats and spill grain down one anothers necks or lounge in an elegantly equipped reading room.

A visitor from Milwaukee who recently saw the room said "What for you have this great big carpeted room? Ach! In Milwaukee we have a bar."

In the reading room hangs an interesting picture of the men who formed the old Produce Exchange. They in their high silk hats, huge neck ties and flaring collars contrast strangely with the handsome men who now compose the membership of the Chamber of Commerce.

The ground upon which the present Chamber of Commerce stands was once the Boston Harbor where the Americans held a famous tea party a hundred years ago and more. It might be added that the water has been pushed back into the bay except that which saturates the stocks of Tom Lawson on State street.

Boston receipts of corn for Nov. were 174,251 bus. compared with 669,537 bus. a year ago; oats 389,233 bus. compared with 374,439 one year ago; wheat 1,840,724 compared with 2,040,214 for 1907.

The export business will receive a fresh impetus when the Boston & Albany builds its new 1,000,000 bus. storage house to replace the elevator burned some time



The Trading Floor of the Boston Chamber of Commerce.

ago. The new building will be constructed of cement.

The Inspection Dept. is under the supervision of Seth Catlin who formerly was a deputy in Chicago, and for many years an assistant to Inspector White in New York. Mr. Catlin has placed his department upon a very efficient basis. He has twelve men working under him, and a deputy at Rotterdam.

I find so many good things in the Grain Dealers Journal that make it a great help in keeping posted in the grain business.—H. C. Rice, mgr. Farmers Eltr. Co., Bryant, S. D.

The calendar season has been opened by J. E. Farrington, of Anadarko, Okla., who favors us with a very artistic wall calendar, bearing a striking Bas Relief of Abraham Lincoln. If this calendar is only a starter, the late arrivals will have to be art treasures, to secure any attention.

Feeding Elevator Weighmen.

The work of weighmen in terminal elevators, and especially those employed in houses that ship by water, is not always a "bed of roses," and many humorous incidents are related of their trials, which perhaps do not strike the weighmen themselves as being particularly funny.

At one of the elevators along the Chicago River a cargo of flax was being shipped out and as the owner was very anxious to get the grain started as soon as possible, there was no let-up in the work of the loaders and weighers. The weighman, however, was rather at a disadvantage, as he was at the top of the house and had to stay at his post. The supper hour had passed and there was prospect of a long evening's work, so he called down to the boat captain, asking him to send up some lunch. The only satisfaction he received was the command: "Eat flax, you ——; eat flax."

At a South Chicago elevator a cargo of grain was being loaded late in the fall. The boat captain was extremely anxious to have the grain loaded so that he cud weigh anchor at the earliest possible moment, and, strange to say, the weighman in the cupola became hungry and made the request that some lunch be sent to him. The owner of the grain happened to be around and asked the captain to have his cook send up a lunch. The lunch was sent up and when opened was found to be nothing but scraps of bread and meat that even a dog wud turn up his nose at.

The weighman, of course, was provoked but said nothing and, in a short time, the opportunity presented itself and he threw the lunch down between the captain and the owner of the grain. When the grain man saw "the lunch" he immediately called out, "Close the shute, boys, no more work tonight."

The next time Captain Hurry was asked for a lunch for the weighman, he saw to it that a pleasing meal was served.



The Boston Chamber of Commerce.

Grain Trade News

ARKANSAS.

Eureka Springs, Ark.—The Eureka Springs Grain Co. incorporated; capital, $3,500; incorporators: pres., H. I. Seidel; vice-pres., J. H. Lamar; sec'y-treas., Tillie Seidel, and F. S. Baker.

Mena, Ark.—I have my plans and blue-prints printed and will begin erecting an eltr. of 15,000 bus. capacity, equipped with a sheller, corn cleaner, automatic scales, chop grinders and rolls, and steam plant. Eltr. will be of wooden construction; boiler room and coal house of iron. Building will be in operation by March 1.—M. W. Cardwell.

Little Rock, Ark.—A movement to build a rice mill has been started by R. W. Polk of the Board of Trade and Chas. McKee of the Business Men's League. They are working to organize a company with a capital stock of $60,000 divided between capitalists of Little Rock and rice growers. George Armistead, vice president of the El Campo Milling Co., El Campo, Tex., will assist in the organization of the company and will probably help install the plant ready for next year's crop.

CALIFORNIA.

Los Angeles, Cal.—A branch grain and stock brokerage office will be established here by Logan & Bryne of the Chicago Board of Trade.

CANADA.

Minto, Man.—The C. F. Haley Eltr. Co. has started in business.

Tate, Sask.—A. Bradshaw has started a grain, lumber and coal business.

Winnipeg, Man.—The capital stock of the Smith Grain Co., Ltd., has been increased to $75,000.

Winnipeg, Man.—John McBeath has opened a grain brokerage business in the Grain Exchange bldg.

Fort William, Ont.—Davidson, Smith & Co. have succeeded Muirhead, Black & Co. as eltr. proprietors.

Winnipeg, Man.—The death of Chas. J. Baird is announced. He was a member of the grain firm of Crane & Baird.

Calgary, Alta.—A grain blockade is on at every town between this place and McLeod. Growers are piling wheat on the ground for want of cars in which to ship.

Winnipeg, Man.—An electric price clock, similar to that in use on the Minneapolis Chamber of Commerce, is being installed in the Grain Exchange by Wm. Chapman. The clock indicator was invented by Wm. Robertson.

Estevan, Sask.—The lower prices paid for wheat north of the United States boundary are alleged by the Estevan Milling Co. to be caused by the car shortage, as when cars are not obtainable the expense of handling increases.

Openings for eltrs. are presented at the following places; for information apply to the business men or firms stated: Airdrie, Alta., Glover & McCormack; Elfros, Sask., R. H. Kerr, Quill Lake; Denholm, Sask., L. F. Doose; Waseca, Sask., H. B. Rowed.

Fort William, Ont.—The turning of the first sod in the construction of the great terminal eltrs. of the Grand Trunk Pacific Ry. was fittingly celebrated Nov. 21. Mayor Murphy, Harbor Engineer Fairchild and well known citizens made addresses. The master of ceremonies was Manager W. R. Sinks of James Stewart & Co., who have the contract.

Winnipeg, Man.—The Grain Exchange, as reorganized, has elected the following officers: pres.—H. N. Baird; vice-pres.—George Fisher; sec'y-treas—C. N. Bell; Committee of Arbitration—S. Spink, T. H. Hatchard, Alex. Reid, Donald Morrison, W. A. Matheson, N. Bawlf, F. N. McLaren. Committee of Appeals—S. P. Clark, E. W. Kneeland, W. W. McMillan, W. A. Black, Thos. Thompson, A. R. Hargraft, W. L. Parrish. Council: Capel Tilt, John Fleming, W. A. Black, A. Kelly, G. R. Crowe, G. V. Hastings, E. W. Kneeland, A. C. Ruttan, D. Morrison, J. C. Gage and W. C. Leistikow. The question of abolishing the 1-cent commission rule was postponed for 6 months.

Winnipeg, Man.—In connection with the failure of the Mexican wheat crop, the Canadian Pacific Railway has offered special rates to Alberta shippers of wheat and barley, on shipments sent over their line via Vancouver, B. C. The following are the special rates offered from all stations in Alberta to Acapulco, Guaymas, Manzanillo, Manzatlin, Salina Cruz, San Blas, Mexico; on barley (common or rolled), 37½ cents per hundred pounds; wheat 40c per 100 lbs., via Vancouver. The minimum weight for standard 60,000 lb. cars will be 56,000 lbs.; minimum weight for standard 80,000 lb. cars will be 74,000 lbs. Shippers must furnish with each shipment two per cent of empty sacks to be used for rebagging during loading and discharge. The rates include wharfage charges at Vancouver, B. C. It is at present necessary for Mexican millers and grain dealers to import large quantities of wheat and according to the Canadian Pacific company the grain men of the Canadian west are offered a splendid opportunity to open up a profitable trade with Mexico. Assistant General Freight Agent Halstead said: "We are very desirous that Alberta grain dealers and shippers should find the best possible market and at present Mexico promises to be an extensive importer of wheat. The C. P. R. is prepared to set a very reasonable rate on grain shipped to that country. We have connections with Mexican ports by steamship lines on the Pacific coast and can so operate to give a rate which would be well worth while."—C.

CHICAGO.

The directors of the Board of Trade offer $2,600 for memberships.

Rumor has it that a flour mill of 12,000 bbls. daily capacity is to be built at Chicago.

The manufacture of contract corn for December delivery is being pushed by three of the private eltr. companies on account of the poor demand for cash corn.

The American Milling Co. contemplates building a large sugar feed factory near Chicago in the spring.

Lawrence Newman will enter the firm of J. H. Wrenn & Co. Jan. 1, taking the place of J. W. Conley.

Ninety-two new members were admitted during November by the Board of Trade Mutual Benefit Ass'n. and a number of applicants are awaiting medical examination.

The Arthur J. Thompson Co., which recently was incorporated to do a general merchandise and elevator business, has not completed its organization and will deal in beans and dried fruits principally.

Michael J. Ryan, who was expelled 7 years ago, has been reinstated to membership in the Board of Trade. This is said to be the first time an expelled member has been reinstated. He was expelled with A. R. Jones.

Charles K. Sackett, who for twelve years had been mgr. for the commission firm of Ware & Leland, died suddenly of heart failure, at their offices, Dec. 7. He had been in ill health for three years and had recently returned from a southern trip he had hoped would benefit him.

Members of the Board of Trade are interested in a new company to establish a telegraf line to St. Louis and Kansas City, to be known as the People's Mutual, and give lower rates and better service. The 10-cent rate to Milwaukee is an example of what independent competition will do. The new company is to charge not more than 25 cents to St. Louis and 30 cents to Kansas City for a 10-word message.

On the first day that the new system of grain inspection was made effective on all roads at Chicago Nov. 23 some delay was suffered in getting the samples from the more remote railroad yards to the central office. The receivers' agents also have found this a problem and the inspection department works under the same handicap. Chief Grain Inspector W. Scott Cowen says, "Receipts the first day were 877 cars, of which 528 cars were inspected and furnished to the trade during the morning and 349 cars were inspected during the afternoon and sent to the receivers next morning."

Rates being no longer based on the Mississippi River the necessity for billing grain from trans-Mississippi River and Northwestern territory thru to New York, notify Chicago dealers, no longer exists; and the roads have suggested to W. M. Hopkins, mgr. of the transportation department of the Board of Trade, that shippers consign locally to Chicago. This recommendation is limited to trans-Mississippi River and Northwestern territory, which is all grain from territory other than Illinois, points in Iowa on the west bank of the Mississippi River and St. Paul, Minneapolis, Minnesota Transfer, Stillwater, Duluth, Ashland, Superior and Washburn, Wis.

The fourth test of a new car door known as the American All Service Car Door was made Dec. 8 at Armour Eltr. C., when a number of grain men and representatives of the weighing department of the Board of Trade and railroads were present to witness the unloading of a car of shelled corn that had been loaded by W. L. Shellabarger of Decatur, Ill. The railroad men who are interested in the door are C. W. Peifer, of Clinton, roadmaster for the Illinois

Central, C. R. Westcott, supt. of the I. C., Wm. Hastings and Mr. Williams, the inventor. The door is all steel and takes the place of both inner and outer doors. It has been favorably commented on by the grain eltr. men who have seen it and has attracted the attention of railway officials who see in it an end to the constant expense for wood grain doors.

During November the total number of leaking cars weighed by the weighing department of the Board of Trade was 1,640, of which 214 were leaking at grain door, 181 leaking over grain door, 480 leaking at sides of car, 269 leaking at ends of car, 7 leaking at king bolts, 83 leaking at drawbars, and 406 leaking at different parts of cars.—A. E. Schuyler, Ass't Board of Trade Weighmaster.

Application for membership to the Board of Trade has been made by Lawrence Newman, Moses Simons, J. Harley Banta and William Lyman Blair. Application for transfer of membership has been made by Frederick J. Reynolds, Alvin L. White, Joseph E. Blenkiron, Frederick P. Brockman, Herbert A. Goddard, John L. Norton, W. F. Banta, Col. John W. Conley, and Charles W. Re Qua, who is one of the oldest members of the board, having become a member in 1875. Mr. Re Qua is now over 80 years of age and has retired from active business. Application for withdrawal has been made by Edward H. McPherran, William Young, Jr., Albert H. Wood, Thomas J. McMurray, and William H. McKay. The directors recently admitted the following to membership: Paul A. Balbach, Harry N. Knight, Charles M. Macfarlane, Edwin Lorain Hardy, Henry A. Shively and Charles E. Herrick.

IDAHO.

Nez Perce, Ida.—A demand for grain and warehouse laws and the creation of a state railroad and warehouse commission will be made by the Farmers Educational & Co-Operative Union at the coming session of the legislature.

ILLINOIS.

Berwick, Ill.—W. M. Simmons has succeeded C. H. Feltman.

Wetaug, Ill.—We will not rebuild our eltr. burned Nov. 5.—Davis & Mowery.

Downs, Ill.—Carlisle & Hodam are having their grain office remodeled and new scales put in.

Leland, Ill.—E. A. Danielson has bot the old eltr. of the Neola Eltr. Co. and will tear it down.

Keithsburg, Ill.—S. C. Bartlett Co. has built on the outside of its eltr. a new stairway to the cupola.

Farmer City, Ill.—About $2,000 has been spent for repairs on the eltr. owned by the Farmer City Grain Co.

Cramer, Ill.—Both eltrs. at this place are operated by Mr. Kessler, who has bot the plant of C. H. Feltman.

Bloomington, Ill.—Richard Compton, auditor for the Rogers Grain Co., has resigned and will locate in Texas.

Trivoli, Ill.—The Trivoli Lumber & Implement Co. operates the eltr. bot by L. A. Peters of C. H. Feltman, of Peoria.

Decatur, Ill.—Bartlett, Patten & Co. have re-opened their Decatur office and H. R. Sawyer is their representative in charge.

Romeo sta., Lockport p. o., Ill.—W. W. Schumacher has recently purchased the eltr. property of Norton & Co., who went into bankruptcy Feb. 10, 1907.

Millersville, Ill.—The eltr. of Ben A. Neal has been sold to H. N. Schuyler of Pana, Ill., who held a mortgage on it. Mr. Neal will manage the eltr. for Mr. Schuyler.

Wenona, Ill.—A. B. Smith of Norwood Park has taken a position with H. M. Taggert in the grain business. He has leased a house into which he will move his family.

At a meeting of the Directors of the Illinois Grain Dealers Ass'n in Springfield last week it was decided to hold the next annual meeting of the Ass'n in Peoria June 8th and 9th.

Barry, Ill.—The suit by A. J. Brown against the Barry Milling Co., to recover for stored wheat burned with the eltr., has been settled out of court. It is said the milling company paid $3,300.

Tallula, Ill.—I have taken a position as manager of the Tallula Eltr. Co. This is a new house being built to be ready for business Jan. 1.—S. C. Shaw, mgr. Fancy Prairie Grain & Coal Co.

New members recently admitted into the Illinois Grain Dealers Ass'n are Brown & Moxley of Rosemond; C. A. Dickey, Champaign; William Werner, Beecher; and Parker & Fullerton, Tuscola.

Florence Station, Ill.—Graham Bros., of Freeport, are making repairs on their eltr., and putting in new leg, new machinery and new driveway. The Burrell Engineering & Construction Co. is doing the work.

Cooksville, Ill.—George Arnold has resigned as manager of the Cooksville Grain Co., to take the position of assistant cashier in the bank. Mr. Bert Swinehart has succeeded Mr. Arnold at the grain office.

Stonington, Ill.—One of the largest single purchases of grain ever made at one time by a country eltr. company was made by the Farmers Eltr. Co. Nov. 24, when 15,000 bus. of old corn was bot of Ryan Brothers at 70 cents a bushel, a total of $10,500.

Lotus, Ill.—Clark Blacker, mgr. of the eltr. of the Howard Grain & Mercantile Co. here and at Osman, has resigned his position to engage in the hardware and implement business in White Heath, Ill. Mr. Slick of Bloomington has taken the position vacated by Mr. Blacker.

Martinton, Ill.—The R. F. Cummings Grain Co. has sold two of its eltrs.; the second eltr., the old Timberlake Eltr., to the Farmers Eltr. Co., which will operate it after Dec. 1. Joe Gagnon has moved here from Kankakee, Ill., as he is now employed by the Martinton Grain Co. The Cummings Co. will continue to operate the third eltr.

Peoria, Ill.—The board of directors of the Peoria Board of Trade on Dec. 8 adopted the uniform grades of grain as established by the Grain Dealers National Ass'n. The National grades will become effective at Peoria July 1, 1909.—John F. Courcier, Sec'y G. D. N. A., Toledo, O.

For passage by the next Illinois legislature the commission of uniform laws in the different states has recommended to Governor Deneen the uniform sales act, and calls attention to the progress made with the uniform negotiable instruments law and the uniform law on warehouse receipts.

Norris, Ill.—The Farmers Eltr. Co. incorporated; subscribed capital, $5,000; Pres. J. A. Perrine; sec'y. and treas., C.

Pure Owl Brand Cottonseed Meal
41 per cent Protein Guaranteed
Analysis Registered
Richest Cattle Food yet known.
Write for our booklet and prices.
F.W. Brode & Co., Memphis, Tenn.
Established 1875

SEND FOR FREE SAMPLE

Bigstick Belt Dressing
The best bar dressing made.
Increases Power
Stops Slipping
C. E. SCANLON, Joliet, Ill.

IDEAL BOILER COMPOUND.
A vegetable compound of superior quality that will clean your boilers of incrustation at a minimum cost, and is perfectly harmless to boiler or connections.
IDEAL BOILER COMPOUND COMPANY,
(Not Inc.)
Nineteenth and Grove Sts. CHICAGO

Y means YOU
O means Orders
U means US
N means Now
G means Grain

There is a connection. The whole means
YOUNG & CO.
who want your business
CHICAGO, ILL.

THE MINNEAPOLIS STEEL AND MACHINERY CO.
Builds the best fire-proof construction elevator because:
It costs less.
Can be built quicker and at all seasons of the year.
It keeps the grain absolutely free from moisture.
There is no danger of cracked walls or from settling foundations.
In case it is desired to move the elevator there is at least 50% salvage.
MINNEAPOLIS, MINN.

R. Lowe. The old eltr. of the Neola Eltr. Co. has been purchased. It is fully equipped for handling grain and is open for business with S. R. Heller in charge of the office.

Minooka, Ill.—The Grain, Lumber & Supply Co. has erected a temporary office on its grounds, in which to transact business until its eltr. can be built to replace the one burned Nov. 14. The oats remaining have been moved and sorted for drying. All that can be saved will be sold to apply on the loss as salvage.

Lilly, Ill.—The suit by Mrs. Emily Bacon of Leroy to recover $5,000 damages for the burning of the eltr. of her husband, Edwin H. Bacon, by sparks from a passing engine of the P. & E. R. R., has been remanded for a new trial. On the first trial Mrs. Bacon, who is the executor of her husband's estate, was given judgment against the road for $2,250.

Sicily sta., Pawnee p. o., Ill.—The Sicily Farmers Grain Eltr. Co. was organized Nov. 26, with 110 stockholders. Pres., M. C. White; vice pres., Charles Riddle; sec'y. and treas., Charles C. George; directors, J. M. Lemen, Walter Shaw, Charles C. George, M. C. White, and Charles Riddle. The company contemplates buying the eltr. here and taking possession in the spring; or it will build.

Earlville, Ill.—Alvin Kaminky has bot the eltr. of L. I. Taylor & Son, owned for many years by W. Ferguson of Lincoln, Neb. It is expected that as soon as L. I. Taylor returns from New Mexico Mr. Kaminky will take over the grain business, too, as Mr. Taylor has been wanting to turn his attention to other interests. The Taylors have been in the grain business here for more than 30 years. They retain the coal business and will conduct that as usual.

Seneca, Ill.—The Seneca Grain, Lumber & Supply Co. was organized by farmers around Seneca, but mismanagement and the resulting heavy losses prompted the owners to institute an investigation. Experts report to the stockholders a loss of $26,800. An effort is now being made to float a loan among the farmers to raise money to conduct the business, and to secure these notes they have transferred their property in trust to S. D. Holderman, a stockholder, who is interested in the grain eltr. at Stockdale.

A railroad claim department will be established Jan. 1 by the Illinois Grain Dealers Ass'n, the directors at their meeting Nov. 27 having directed Pres. Wayne to appoint a claims committee of three to arrange for an attorney to represent members in the collection from carriers of any amount lost by reason of the fault of the carrier. It is contemplated that every claim bear its own expense of collection. Members having claims they wish collected are invited to write Sec'y S. W. Strong, Pontiac, Ill.

Pontiac, Ill.—S. W. Strong, sec'y, has just issued the 16th annual directory of the grain dealers of Illinois, containing the names of all regular dealers on all lines of railroad in the state, indexed. In addition this 242-page volume contains the names of the officers, directors and executive committee of the Illinois Grain Dealers Ass'n, its constitution and by-laws, arbitration rules, and names of commission merchants who are members of the Illinois Grain Dealers Ass'n. The book is 5½x8½ inches, well printed on good paper, with flexible cover.

Milmine, Ill.—We have sold our property here including lumber yard to Willis Samuel of Remington, Ind., giving possession Dec. 1. We had just installed a Sidney Mfg. Co. manlift. Mr. Samuel will move here at once. He is an experienced grain man, having been in the business about 15 years. We sold him the plant thru his advertisement of "Elevator Wanted" in the Grain Dealers Journal.—F. Hamman & Son.

Springfield, Ill.—The Commissioners appointed by Governor Deneen to represent the Illinois Grain Dealers Ass'n at the Illinois Corn Show and the National Corn Exposition to be held at Omaha attended the Corn Show in a body and after carefully looking over the exhibits adopted resolutions heartily commending the exposition, believing that such expositions work largely to the increase in the production and the improvement in the quality of corn. The commissioners will attend the Omaha exposition in a body, going on the special train arranged by the Chicago Board of Trade, on Dec. 14.

Meadows, Ill.—J. Klein, who has worked about the eltrs. of Meadows for nearly twenty years and who is employed by Harison Bros., successors to E. D. Churchill & Son, recently met with an accident that came near costing him his life. In some way the covering from the screw conveyor, which runs along the floor of the eltr., became misplaced and one leg was caught and pulled into the machinery. The belt was thrown and the machinery stopped or Mr. Klein would likely have been killed. Part of the floor had to be sawed out and it took half an hour to release him from his perilous position.

INDIANA

Malden, Ind.—The new 20,000-bu. eltr. erected here for the Goodrich Bros. Grain & Hay Co., is completed.

Chrisney, Ind.—The flouring mill and grain eltrs. belonging to George J. Clement burned Nov. 29. Loss, $15,000.

Westport, Ind.—The Tyner Grain Co. has succeeded Tyner & Stewart, operating a 10,000-bu. eltr. on the Michigan division of the Big Four.

Franklin, Ind.—William V. King, of the firm of Dunlap & King, grain dealers, died Nov. 17. He had lived in this county for the past fifty years.

Evansville, Ind.—The Akin-Erskine Milling Co. and Iglehart Bros. are erecting large steel tanks at their plants, which will bring their storage capacity up to 600,000 bus.

Indianapolis, Ind.—The annual meeting of the Indiana Grain Dealers Ass'n will be held Jan. 19 and 20 at the Board of Trade Assembly Room, Indianapolis.—M. T. Dillen, sec'y.

Plymouth, Ind.—The organization of the local ass'n of the Indiana Grain Dealers Ass'n is progressing. The next meeting of those in this territory will be held Dec. 15 at Walkerton. Get together.

Finney sta., Judyville p. o., Ind.—M. A. Current of State Line and F. S. Davis of Judyville have bot the Sam Finney eltr. here. It will be operated and managed by us.—Davis Grain Co., Judyville, Ind.

Indianapolis, Ind.—We have added lately to our line several eltrs., namely: Ridgefarm, Ill., Humrick, Ill., Silverwood, Ind., Woodyard, Ridgefarm p. o., Ill., and Mortimer, Chrisman p. o., Ill.—National Eltr. Co.

Odon, Ind.—We have no objection to a feed law, but believe the present one is unjust, as it is too expensive on the miller. The law should be adjusted in such a way that only the offender be fined.—Odon Milling Co.

Manson, Ind.—John H. Stewart sold his eltr. Nov. 25, to S. Van Steenbergh, one of the country's best grain men, who sold his eltr. at Talbot, Ind., some time ago. Mr. Stewart will probably look after business interests in the South this winter. John A. Rice made the sale.

McGary sta., Ft. Branch p. o., Ind.—A. Waller & Co. of Henderson, Ky., have contracted for the erection of a grain eltr. This firm built a number of corn cribs here last year. The new eltr. will make two for McGary, as the Mt. Vernon Hominy Co. now owns the old eltr. of the Melrose Milling Co.

Linden, Ind.—The American Milling Co. has given out plans for bids on the rebuilding of its burned plant. It has not definitely been decided whether to rebuild; and the insurance has not been adjusted. The company's trade is being supplied from its factories at Peoria, Ill., Owensboro, Ky., and Superior, Wis.

King sta., Princeton p. o., Ind.—About three months ago the Melrose Milling Co. opened an eltr. here and now the A. Waller Co. of Henderson, Ky., has opened its new eltr. and cribs and both companies are doing a thriving business. Much corn is coming in now. The Waller Co. has an immense corn crib 220 ft. long in addition to its eltr.

Sheridan, Ind.—The eltr. and flouring mills of Smith & Inman, burned Nov. 28. The fire was discovered about 3 a. m. and had gained such headway the firemen made no effort to save that plant but worked on the property nearby. The eltr. was well filled. About 5,000 bus. of wheat, 4,000 bus. of corn, 2,000 bus. of oats, and 100 bus. of clover seed were destroyed, causing a total loss of $20,000, partly covered by insurance. Not even the company's books were saved. The plant had been in successful operation for fifteen years.

IOWA.

Akron, Ia.—Clifton N. Ogden has purchased the local grain business and eltr. of I. Knudson.

Davenport, Ia.—L. A. Beaver Co. incorporated to deal in flour and cereals, capital stock $10,000.

Pekin, Ia.—R. W. Taylor & Co., headquarters at Runnells, Ia., are successors to J. M. Downey.—H. A. Bills.

Hedrick, Ia.—M. F. Broadwell has succeeded the Hedrick Grain Co. The only other regular dealer is James W. Jones.

Council Bluffs, Ia.—Work is progressing on an addition that will double the capacity of the eltr. of the Cavers Eltr. Co.

Winfield, Ia.—A. L. Thomas has just taken a position as mgr. for the Farmers Eltr. Co., which is successor to J. A. Carden.

Brighton, Ia.—The Brighton Eltr. & Coal Co. is building new corn cribs, 60x11, 12 ft., and will also install a new 6-ton scale.

Perry, Ia.—H. C. Modlin has taken a long time lease of the property of the Neola Eltr. Co., which he will operate for himself.

Dunlap, Ia.—J. F. Merritt & Son, millers, have finished a small eltr. on the

C. N. W. tracks and are ready to buy grain of all kinds.

Mondamin, Ia.—The eltr. of the J. H. Hamilton Co. has been sold to the Updike Grain Co. of Omaha. C. A. Willis is retained as agent.

Hedrick, Ia.—James W. Jones will engage in the grain business. To handle grain he will install a new dump and other machinery in his mill.

Blencoe, Ia.—The eltr. and lumber yard of J. H. Hamilton & Co. have been purchased by the Updike Grain Co. John R. Brown will continue as mgr.

Cleghorn, Ia.—E. Stevens has just completed the enlargement of his eltr. so it now has storage room for 30,000 bus. He installed a new gasoline engine.

Dion sta., Hartley p. o., Ia.—The Farmers Co-operative Society of Dion has bot the eltr. and coal business of J. K. McAndrews and has retained him as mgr.

Sioux City, Ia.—Receipts of corn are comparatively light compared with the arrivals of wheat, oats and barley. During November little if any new corn was received here.

Onawa, Ia.—As soon as possible we will build an eltr. of 30,000 bus. capacity, with up-to-date machinery for handling corn and small grain.—A. W. Mann, sec'y Farmers Eltr. Co.

Modale, Ia.—The Updike Grain Co. of Omaha has bot the eltr. and the stock of coal and lumber owned by the J. H. Hamilton Co., and will retain as its agent W. M. Sharpnack.

The railroads have been discussing the idea of increasing the rates from Iowa territory to St. Louis. Some of the dealers in that territory strongly oppose the increase and are considering a united protest.

Bode, Ia.—The manager of the Farmers Eltr. Co., who was reported short in his accounts, has made good the shortage and has been allowed to go without punishment other than the loss of his position.

Dewitt, Ia.—Chas. Howson has sold his eltr. to Mipes Phalps and T. M. Collipriest of Elwood and Lost Nation, respectively. They will deal in live stock and grain. Mr. Collipriest is in charge of the business.

Yale, Ia.—M. T. Finley, who was mgr. for the Neola Eltr. Co. at Perry, prior to its lease by H. C. Modlin, has taken charge of the company's eltr. here, to build up the business that has been somewhat neglected recently.

New London, Ia.—Our business here will be consolidated with that at Mt. Pleasant and Mt. Union and all run under the firm name of Hayes & Hemmings, with New London as our place of business address.—A. D. Hayes.

La Mont, Ia.—Wm. Jenkins recently was seriously injured by a corn shredder. In some way he got against the belt and when discovered was lying unconscious beside the machine, with his forehead, nose and face bleeding and mutilated.

Council Bluffs, Ia.—The Droge Eltr. Co. has succeeded the Droge-Kiddle Co., which has been dissolved. Wm. C. and Henry F. Droge took over the stock owned by E. J. Kiddle and F. L. Doherty. The Droge brothers are planning extensive improvements for their wholesale grain office. At their eltr. they are building a large corn mill equipped for grinding corn meal, grits and chopped feed.

Paullina, Ia.—The eltr. of John Cowan has been sold to a new firm known as the Farmers Grain & Supply Co., that will incorporate. The company preferred to purchase rather than build a fourth eltr. The location is good and the eltr. has ample conveniences for handling grain.

Pella, Ia.—S. G. Van der Zyl has completed a new eltr. with a capacity of 18,000 bus. The main building, 20x24 ft. ground space, is 64 ft. high. It is equipped with a patent dump. The machinery is run by an 18-h.p. gasoline engine. The cupola is equipped with a cleaner and automatic scales. The storage building measures 24x28 ft.

Muscatine, Ia.—Lysle Gonse, 21 years old, recently stood conscious and saw his companions hack off his hand with an axe to extricate him from a corn shredder. The knives dragged his fingers into their circle and wound his arm in the machinery. His fellow workers stopped the shredder but could not disentangle the bleeding flesh from the machine, which they wrecked with an ax in their frantic efforts to get his arm out. To save him from bleeding to death they had to cut his arm off above the hand.

KANSAS.

Blaine, Kan.—The O'Shea Bros. will soon begin building their eltr.

Germantown, Kan.—J. E. Winterscheidt has succeeded McCormack Bros.

Netawaka, Kan.—G. W. Warner of Beatrice, Neb., has succeeded Joe Leeth.

Michigan Valley, Kan.—C. E. Robinson of Lincoln Center has succeeded W. A. Schenberger.

Longton, Kan.—John Hayes has succeeded Shannon & Hayes, dealers in grain, flour and feed.

The annual meeting of the Kansas Grain Dealers Ass'n will be held in Kansas City the last week of January or first week of February.

Mitchell, Kan.—I have leased my eltr. at Mitchell to the Farmers Eltr. Co. of that place. I operate my eltr. here and also one at Noble, Kan.—R. J. Johnston, Lyons, Kan.

Abilene, Kan.—A large eltr. and alfalfa mill will be built at once by Walters & Hoyt under the name of the Abilene Alfalfa Stock Food Co., having a paid-up capital stock of $20,000.—J. M. Walters.

Larned, Kan.—We are building a 25,000-bu. corn and seed eltr. on the Santa Fe tracks, including 3 grinders, a cleaner, and 3 eltr. legs. We are using steam power. The plant is to be operated by Anderson & Shallenberger.—A. Anderson.

McPherson, Kan.—A settlement has been made with all creditors of the Parker Grain Co. and H. Parker has taken possession of the Galva Mill, which he is operating as mgr., doing a regular grain business, with Thos. Parker as assistant.

Junction City, Kan.—Tyler & Co. have let the contract to Ziegler Bros. to move their large steel grain storage tanks from their present location nearer the eltrs., so the grain can be moved by conveyors to the eltrs. instead of by compressed air as at present.

Blue Rapids, Kan.—W. B. Huxtable is retained as mgr. for Fred K. Barrett, sheriff of Marshall county, who recently

Let Us Handle Some of Your

CORN

Export Domestic

J. A. Manger & Co.

216 & 218 Chamber of Commerce

BALTIMORE MD.

LEADING HANDLERS OF CASH OATS IN THE CITY OF BALTIMORE

purchased the eltr. and cribs of W. F. Peacock on the Union Pacific Ry. Sheriff Barrett's term expires in January, when he will move his family here.

Hutchinson, Kan.—The new plant of the Hutchinson Alfalfa Products Co. is now in successful operation, with a capacity of 100 tons per day. It occupies 15 acres of ground, with 3,000 ft. of side track. The main building is a 3-story brick, 75x125 ft. E. N. Sapp has resigned his position as cashier of the Commercial National Bank to become pres. of the Alfalfa Products Co., of which he will have the general management.

Wichita, Kan.—At a recent general meeting the annual fee collected from members of the Chamber of Commerce was raised from $10 to $16, as the majority believed that more money was needed to conduct the work of the organization properly, and the most practical way of getting it was to raise the annual dues. While some threatened to drop their membership, if the dues were increased, the majority believed that the increased usefulness of the body would attract many new members to the present membership of about 400.

Atchison, Kan.—At a meeting of grain dealers in this city Dec. 4 it was decided that action should be taken to prevent the use of the new uniform B/L in western classification territory. The meeting was snappy from start to finish and was enjoyed by all those present, who included all the millers and grain dealers of Atchison as well as the following: L. Cortelyou, Muscotah; James Robinson, Potter; Mr. Harroun, St. Joseph, Mo.; Wm. Hassock, Hiawatha; J. J. Commer, Willis; A. F. Allen, Huron; L. J. Woodhouse, Lancaster; Geo. Craven, Summerfield; W. C. Brown, Palmer; Adam Becker, Meriden; Hendrickson & Sharpless, Effingham; John H. Lynds, White Cloud; McCormack Bros., Leona; G. A. Jones, Everest; C. E. Sheldon, Everest; J. H. Pauley, Purcell; W. H. Connett, Axtell; E. N. Bailey, Baileyville; B. C. Ragan, Nortonville; S. J. Thompson, Holton, and E. J. Smiley, sec'y Kansas Grain Dealers Ass'n. At the close of the meeting the dealers were entertained by a banquet provided by the millers and grain dealers of Atchison, Mr. Douglas Cain acting as toastmaster.

KENTUCKY.

Latonia, Ky.—The Cincinnati Grain Co. has purchased a Hall Signalling Grain Distributor.

Henderson, Ky.—The suit of the Illinois Central Railroad Co. against A. Waller & Co. has been remanded from the federal to the state court as requested by defendants who pleaded a counterclaim of $3,000 to the road's claim for $66 on account of freight cars furnished for the transportation of merchandise.

LOUISVILLE LETTER.

S. Zorn, the well known Louisville grain dealer, is also president of the Board of Water Works of Louisville.

The Kentucky Public Eltr. has just completed the best week it has enjoyed for several months. Business with it is improving considerably, and the outlook is regarded as distinctly encouraging.

Up to the present time there has been a very large increase over last year's business for the month of December. Quite a healthy demand has sprung up for wheat, corn and oats from the Southeast.

A large number of the Kentucky distillers started operation Dec. 1. Usually they mash old corn until after the New Year. However, on account of the excellence of the corn crop, they are all running on new corn.

By January or February the unusually large corn crop produced in the south this year should be exhausted. Usually it is all consumed before the first of the year, but its size this time has tended to decrease the demand for grain from other sources.—Bingham-Hewitt Company.

C. P. Dodd & Co., whose eltr. and hay warehouse were burned during September, are rebuilding on their old site on the I. C. R. R. They are increasing their capacity and will have a modern complete plant. The hay warehouse will store thirty carloads, while the eltr. capacity will be 25,000 bus.

Louisville grain men are jubilant as a result of the action of the Interstate Commerce Commission, postponing the putting into effect of the order against the payment of elevation allowances on grain. The order has been vigorously fought here, and the action of the Commission is considered an omen of victory.

Most of the Kentucky distilleries will begin operations later than usual this year, starting after the first of January. Nevertheless a fair crop will probably be produced. The upward tendencies in the price of corn influenced distilleries not to resume operations as speedily as they would do otherwise.—W. A. Thomson & Son.

The Southern roads have served notice on Louisville grain shippers that they intend to put the uniform B/L in effect on January 1, 1909. The roads want this form given a fair trial and if in the opinion of the shippers it is not satisfactory, they promise to withdraw it. The local grain men are not enthusiastic about the uniform bill.

Business is showing more activity as the season advances, and as some distilleries are opening, the consumption of grain in that direction is increasing. The higher prices for grain have tended to increase the demand, or at least to make intending purchasers consider the advisability of laying in supplies, as a result of which, altho business is still quiet, it is more active than in some time.

Alfred Brandeis was the Louisville representative at a meeting of a general commitee of business men in Chicago Dec. 8 to discuss the question of an advance in rates by the railroads. The committee was appointed at a conference several months ago, when it was decided to ask the railroads to postpone raising rates. The meeting Dec. 8 was for the purpose of getting together with a commitee representing the railroads and discussing the advisability of raising the rates.

While no official announcement on the subject has been made, it is known that Louisville's grain business would be seriously injured if the tentative announcement of Commissioner Clark on the substitution of tonnage were to be enforced. As a solution of the difficulty a prominent official of the Southern Railway expressed to a representative of the Grain Dealers' Journal his belief that the shrinkage of two cents in favor of Louisville and Cincinnati should be abolished and a flat rate substituted. While this would be hard to effect, he said that he believed it would render the problems which are constantly arising in the adjustment of the situation much easier to handle. Nashville, he thot, would be the only point which might be affected adversely by such a change.

Receipts of new corn have begun to increase. It is of excellent quality and the bulk of it is grading contract. The grain men are pleased that they are to have good corn to handle, as the past four crops were very inferior in quality and aggravating to handle. In addition there was no dryer here and off-grade corn was always handled at a big loss. The only way they could handle hot corn was to spread it on the warehouse floor and employ men to turn it. This was very expensive. However, the large Hess Dryer at the Kentucky Public Eltr. guarantees shippers that their wet corn will not be discounted heavily here.

LOUISIANA.

NEW ORLEANS LETTER.

Grain dealers report a fairly good demand for oats, and state that the quality of oats received here is much better than was the case several months ago.

W. C. Mott, manager of the Nye & Jenks Grain Co., of New York, was here recently on his initial trip to this port and looked into the facilities here.

The complaint by the Star Grain & Lumber Co. against the Santa Fe Railroad will be heard by the Interstate Commerce Commission at New Orleans Dec. 15-17.

Little change in demand for corn products during the past two weeks. Mills have been holding prices at the level of two weeks ago, but buyers have not begun to take hold.

Hess Moisture Test apparatus has been installed at the Illinois Central elevators, and new clippers and cleaners have been put in at Elevator E. They are of the most modern pattern.

Stocks at this port Dec. 4 were: Stuyvesant Docks, 372,000 bus. of wheat and 174,000 bus. of corn; Westwego, 100,000 bus. of wheat and 90,000 bus. of corn; Chalmette, 18,000 bus. of wheat.

Carl H. Langenberg, of Langenberg Brothers & Co., St. Louis, is here on a visit to the New Orleans branch of his house which has been established on the tracks of the New Orleans Terminal Co.

Demand for wheat bran was reduced during the past two weeks because of the warm weather which prevailed, both country and city orders becoming unusually scarce and sales of small lots only were made.

A. F. Leonhardt, of A. F. Leonhardt & Co., Chairman of the Board of Trade's Grain Committee, has been put forward as a candidate for first vice-pres. of the Exchange to serve during the coming twelve months.

Grain purchased here by the United States Government for shipment to the Panama Canal is now handled on certificates of the Board of Trade. This is a new arrangement and has proved very satisfactory to the Government purchasing agent.

Grain exports from New Orleans from Sept. 1 to Dec. 1 amounted to 1,998,076 bus. of wheat and 364,627 bus. of corn, compared with 2,285,666 bus. of wheat and 294,264 bus. of corn during the corresponding period of 1907, as reported by W. L. Richeson, chief grain inspector, New Orleans Board of Trade.

John R. Anderson, for thirty years in

the grain business here and at St. Louis, died of dropsy in St. Louis, Nov. 24. He had been a grain inspector for the New Orleans Board of Trade six years, but resigned last April to return to his old home in St. Louis. He leaves a mother, a wife, and a grown daughter.

J. H. Mallory has been appointed General European Agent of the Illinois Central with headquarters at London, succeeding Donald Rose, who has been appointed Assistant to President J. T. Harahan. Mr. Mallory, who was formerly commercial Agent of the Company, will sail for his new post Dec. 12. He is a brother-in-law of President Harahan.

Export corn coming to New Orleans is generally in excellent condition. Some Omaha corn arrived for export this week and graded No. 2. The first large shipment of Illinois corn has arrived for export and this also was of good quality and in good condition. The authorities are optimistic regarding the volume of export corn to be handled thru this port this season.

Another disastrous fire at the Illinois Central terminals occurred Nov. 26, that concerned practically every important grain firm in the city. As this came only a month after the fire that destroyed two sheds at the terminals, most of the firms owning hay and grain there carried insurance, so will lose nothing. Eight carloads of grain belonging to J. T. Gibbons & Co. were damaged. The total loss was about $47,000.

Demand for the better grades of hay is excellent in this market. Stock is disposed of as soon as it arrives. Commission merchants handling hay have recently adopted the plan of declining to advance money on hay receipts until the hay is inspected here. This has operated to prevent low grade hay coming to this market and the result is that conditions are now very much better as respects congestion of terminals with low grade hay.

The Illinois Central hay shed fire Nov. 26 left only one out of the original four hay sheds standing, and this the smallest one. This has seriously interfered with the handling of hay, both as regards the company and the merchants here. The hay committee of the Board of Trade has held several conferences with Illinois Central officials, and relief is promised. The company does not wish to erect new sheds at once at the terminals because it is contemplating building larger terminals on Poydras street and facilities erected now will have to be torn down within twelve months to make way for the new plant.—H.

MARYLAND.

Baltimore, Md.—The death of George C. Hilt, a member of the Chamber of Commerce, was announced Dec. 5.

MICHIGAN.

Saginaw, Mich.—H. T. Wickes has bot the Mayflower mills and eltr. of Frank W. Callam.

Big Rapids, Mich.—G. A. Fitch has been placed in charge of the bean department of the Darrah Milling Co.

Decatur, Mich.—Roy Bond has purchased the implement, grain and produce business of Theodore Trowbridge, for whom he has worked for the past three years, and has thus acquired a thoro knowledge of the business.

Lake Linden, Mich.—August Joyal, who owns a large warehouse and store building here, expects to engage in the wholesale flour, feed and grain business about Jan. 25. As this town has no such business, farmers have often found it necessary to go to Calumet, Hancock and surrounding towns to dispose of their produce.

MINNESOTA.

Kasota, Minn.—The Kasota Eltr. Co. is building an addition to its eltr.

Bricelyn, Minn.—The Federal Eltr. Co. has bot out the John P. Coffey Grain Co.

West Union, Minn.—We have built a lumber shed in connection with our eltr. —Lee & Gingery Co.

Dovray, Minn.—Theodore Paal has taken the position of grain buyer at the eltr. of the Skewis Grain Co.

Le Sueur, Minn.—St. John Grain Co. has applied for permission to erect an eltr. to replace the one burned Oct. 28.

Ellsworth, Minn.—I have bot and taken possession of the eltr. and coal houses of Chas. H. Loveland.—John P. Coffey, Luverne, Minn.

Echo, Minn.—The house of the Independent Eltr. Co. has been closed since March 1, last.—H. B. Engel, mgr. Farmers Warehouse Ass'n.

Barry, Minn.—The Farmers Eltr. Co. closed its eltr. here about a month ago, pending a readjustment of its affairs.—H. T. Larson, agt., Cargill Eltr. Co.

Kandiyohi, Minn.—The eltr. of the Interstate Grain Co., capacity 15,000 bus., burned Nov. 24. The building was entirely destroyed. It contained about 2,000 bus. of wheat.

Alexandria, Minn.—Geo. G. S. Campbell will soon have his new eltr. ready for business. He had the eltr. torn down on the old mill site and rebuilt on the present location.

Fergus Falls, Minn.—Ivar Wallin has recovered judgment for $5,000 against the Duluth Eltr. Co., for injuries sustained by his son, James, while in the employ of the company.

Zumbrota, Minn.—A new loader is being put in the eltr. of the Red Wing Malting Co., here. The old water mill has been dammed and is again grinding feed.—Thos. Maley, mgr. Red Wing Malting Co., Goodhue, Minn.

Bird Island, Minn.—These firms have the following new men at their eltrs.: J. F. Curran is now agent for the Exchange Grain Co.; J. J. Desmond, mgr. Bird Island Farmers Eltr. Co.; and Chas. Hilsberg, agt. at the eltr. of E. Reinhardt.—J. F. Curran, agt. Exchange Grain Co.

Granada, Minn.—I did not buy the eltr. of the S. Y. Hyde Eltr. Co. for grain business but for a produce house to handle poultry, eggs, wool, etc. I have removed all the eltr. machines and have completely changed the building. I will not handle grain, except to run a feed mill.—C. L. Boudrye.

Torah, Minn.—About 40 substantial farmers have organized the Farmers Co-operative Co. to buy two of the line eltrs. for $45,000 and run them on the co-operative plan. Henry Bragelmann, a wealthy farmer at the head of the organization, has sold nearly all the shares necessary to purchase the eltrs. and conduct the business. John Klaser, who has been wheat buyer for the National Eltr. Co. for some years, will be retained by the new company as mgr.

Red Lake Falls, Minn.—The large milling plant of the Red Lake Falls Mill-



Cover's Dust Protector

Rubber Protector $2.00 Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

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124 Perley St., South Bend. Ind.

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OFFICERS: DAVID R. FORGAN, President; ALFRED L. BAKER, Vice-President; H. E. OTTE, Cashier; L. H. GRIMME, Assistant Cashier; F. A. CRANDALL, Assistant Cashier; W. D. DICKEY, Assistant Cashier; R. U. LANSING, Manager Bond Department.

ing Co. burned Nov. 26. It included a 700-bbl. flour mill, a 65,000-bus. eltr, and a two-story 30x100 warehouse. The office, in the end of the warehouse, was destroyed. The electric light plant, in a detached brick building, was saved. The eltr. and warehouse contained 14,000 bus. wheat, 2,000 bbls. of flour, 130 tons millfeed, 4,000 bus. coarse grain, and a supply of sacks. Total loss reported at $80,000; insurance, $65,000. Fire originated in the eltr. The company announces that it will continue business at the old stand, as it has other mills to help out. Weather will prevent building till spring.

MINNEAPOLIS LETTER.

L. A. Arbogast has been expelled from membership in the Chamber of Commerce.

F. D. Blakely, asst. treas. F. H. Peavey Co., injured Nov. 20 in a collision between a street car and a carriage, is reported to be improving, tho still in the hospital.

Creditors of the Lahart Eltr. Co., which operated a grain clearing plant, have petitioned to the court to appoint a receiver. The claims of the petitioners aggregate $15,154.22.

R. A. Crandall & Co. incorporated; capital stock, $25,000; limit of liability, $250,000; to deal in grain, stocks and provisions. Incorporators: R. L. Crandall of Minneapolis and C. T. and F. E. Crandall of Duluth.

It is said some of the eltr. companies who delivered wheat receipts early this month refused to release the insurance of which they held all obtainable on their houses, leaving the holders of the certificates without protection.

The first trade in the new oats pit of the Chamber of Commerce was made Nov. 23. H. F. Douglas, pres. of the Great Western Eltr. Co., bot 5,000 bus. of May oats from F. H. Hallett at 49 cents. The oats pit is attached to the big pit and traders may pass directly from one to the other.

When Nels Folsom's name was called for jury service, Nov. 30, James Gould, president of the Gould Eltr. Co., stepped forward and explained that Mr. Folsom was foreman at the eltr., and as part of his work was technical his services were indispensable, therefore Pres. Gould offered to take his place as a juror. Judge Andrew Holt ruled that on the strength of Mr. Gould's statement Folsom was excused from jury service for a week.

Magnus Johnston, 55 years old, was fatally injured recently by becoming entangled in the gearing of an electric motor at the Merchants Eltr., where he was employed as an oiler. He was cleaning one of the motors, it is said, when his sleeve got tangled in the gearing. His screams were heard by fellow workmen in an adjoining room and the motors were stopped. The police were called and they rushed the injured man to the city hospital, where he died soon after his arrival.

Crane, Dennie & Eaton have succeeded the grain commission firm of James Campbell, Jr., & Co. The change is largely nominal, as many of the members and employes of the old firm remain with the new. Two of the principals, Frank Crane and F. B. Dennie of Minneapolis, are large land owners in North Dakota. Charles A. Eaton, the third partner, was a grain buyer in North Dakota in the nineties. He is well known here as he has long been a member of the Chamber of Commerce. He will be sec'y, treas. and mgr. of the new firm, having had valuable experience in the eltr. and milling business.

MISSOURI.

Iantha, Mo.—J. R. Sparling has purchased a Hall Signalling Grain Distributor.

Carrollton, Mo.—W. H. Perrine & Co. have succeeded Wagaman & Farr.—Wright Bros.

Marshall, Mo.—We are contemplating erecting a 70,000-bu. eltr. next spring.—Mose H. Land Milling Co.

Sedalia, Mo.—H. D. Williamson & Co., dealers in grain and hay, recently suffered a loss of $3,200 by fire, covered by insurance.

Dalton, Mo.—I will build a warehouse to my eltr.; capacity, 5,000 bus. I will also install some more machinery.—C. A. Keyser, successor to Keyser & Myers.

Vandalia, Mo.—Those buying grain in car lots are Coontz & Kindred and E. K. Butts. There are only two firms here.—E. K. Butts, successor to Butts & Son.

Drexel, Mo.—Harvey Reed will build an eltr. this coming season to replace his house burned Oct. 11. He will have to install new machinery, as what he had was ruined.—H. B. Owen, Merwin, Mo.

Chillicothe, Mo.—I bot out Young & Co., and expect to enlarge my plant. I handle three-fourths of the grain that comes to town. J. T. Milbank & Bro. buy only what they use in their mill.—W. A. Giles.

St. Louis, Mo.—Among those named for pres. of the Merchants Exchange are E. E. Scharff and Thomas B. Teasdale. N. L. Moffitt is mentioned for second vice-pres., as is also Marshall Hall.

Columbia, Mo.—The annual Missouri corn show will be held Jan. 5-8; and copies of the premium list may be obtained of Sec'y S. M. Jordan, Columbia. The list of prizes this year is larger and better than ever before.

Kansas City, Mo.—During the month of November there were 1,207 cars received in this market leaking at miscellaneous places other than grain door, 720 with no seals and 176 leaking at the grain door.—J. G. Goodwin, Chief Weighmaster Kansas City Board of Trade.

Fredericktown, Mo.—No grain is shipped from this place, but there are shipments of grain products, such as flour and feed. The firms who buy grain from farmers and have same shipped in here are: Fredericktown Milling Co., Madison Milling Co., and the Farmers & Laborers Milling Co.—Fredericktown Milling Co.

St. Louis, Mo.—Friends of the members of the Merchants Exchange are looking forward early to the end of the year entertainment, which was so successful last year. A high class performance for Dec. 31 already is assured, amateur ability being supplemented by professional talent.

St. Louis, Mo.—Leading grain men are agitating for the broadening of the St. Louis wheat market, suggesting that the 3c penalty be taken off hard wheat when tendered on regular contracts. The millers of the city now grind a great deal more hard than soft wheat, but the hard can not be hedged satisfactorily in St. Louis eltrs. It is argued that the hard wheat receipts at Chicago increased largely since that market made it tenderable on contract at a parity with soft and winter wheat.

St. Louis, Mo.—The Updike Grain Co. of Omaha has filed suit in the U. S. circuit court here against the P. P. Williams Grain Co. of this city, asking a judgment for $3,210, with costs and interest. The plaintiff alleges that it entered into a contract with the Williams Co. to deliver to the latter, by October of this year, 100,000 bus. of oats at 50c a bushel; Omaha weights and inspection to govern the sale. It avers that it lived up to its contract in every particular. It delivered a portion of its consignment which was accepted, but the balance, amounting to 65,936 bus., was refused after it reached St. Louis. This forced the plaintiff to sell the oats at a loss.

MONTANA.

Straw, Mont.—The Montana Eltr. Co. on Nov. 25 suffered loss by fire due to overheated stove in the office.

Eureka, Mont.—Floyd Sterling Loomis, mgr. of the Eureka branch of the Imperial Eltr. Co. of Minneapolis, died Nov. 30, after a brief illness with acute peritonitis.

NEBRASKA.

Wahoo, Neb.—The eltr. here formerly run by T. Cone, has been closed nearly a year.—J. H. Swallow.

Brule, Neb.—The Trans-Mississippi Grain Co. has ordered a Hall Signalling Grain Distributor for its eltr. here.

Raymond, Neb.—Henry B. Hoyle has painted his eltr., which adds much to its appearance.—James Pearson, agt. Omaha Eltr. Co.

Crowell, Neb.—F. A. Kuester, who has had charge of the eltr. of the Nye Schneider Fowler Co., has been promoted by a transfer to Goehner, Neb.

Ravenna, Neb.—The Tidball Lumber Co. which operates grain eltrs. at Sweetwater and Wellfleet, Neb., has removed its headquarters from this place to Grand Island, Neb.—C. F. Tidball, sec'y.

Plattsmouth, Neb.—Ernest Smith, a 12-yr.-old boy working for the eltr. Co. located on the Burlington right of way, while operating the horse power, Nov. 30, fell into the machinery and before the horse could be stopped broke his leg.

Omaha, Neb.—Permits have been issued to the Maney Milling Co. for the erection of a new mill and eltr. The eltr. will cover a ground space of 63x40 and will be 106 ft. high, of frame construction, covered with corrugated iron; cost, $12,000.

Omaha, Neb.—A consigned car of No. 3 hard wheat sold at $1 per bu. at Omaha, Dec. 2, making a new record on the crop. The good prices realized on consigned grain moved the Bewsher Co. to send out a postal card cartoon urging shippers to consign.

Pickrell, Neb.—E. W. Williams has succeeded J. D. White as mgr. for the Pickrell Farmers Eltr. Co. A new gasoline engine has been installed and other improvements effected, which make this plant one of the best in the state. Mr. White has located at Gage, Okla.

Milligan, Neb.—Richard Wilkinson of Lincoln, Neb., has begun the construction of an up-to-date eltr. here, with a capacity of 20,000 bus. It is rumored that local parties have obtained a site and will also build a fully equipped house. This will make four eltrs. for a territory of about 16 square miles.—W. D. Russell, agt. Lincoln Grain Co.

Nebraska City, Neb.—H. H. Hanks, G. E. Hanks, Walter McNamara, the Johnson brothers and other well known capitalists here have formed a stock company, capital stock $25,000 to $30,000. They have purchased the buildings of the starch works and power house and will start an alfalfa meal plant.

NEW ENGLAND.

Ludlow, Vt.—The grain store of Whitcomb & Atherton burned Nov. 14; loss, $2,500.

Whiteriver Junction, Vt.—The building owned and occupied by Madden & Trumbull, grain dealers, and the Swift beef company, burned to the ground, Nov. 18. Building and contents were valued at $14,000, insured.

Brattleboro, Vt.—We are building an eltr. at this point. It has a capacity of 50,000 bus., contains the latest unloading, cleaning and all kinds of machinery for a general eltr. business, driven by 7 electric motors. The plant is on the line of the C. V. and B. & M. roads and adjoins our flour and feed warehouse, making a total capacity of 200 cars.—E. Crosby & Co.

BOSTON LETTER.

Export business is in fair condition.—Geo. Eddy.

Business has been very good. We are jobbers and are quite satisfied.—R. T. Hardy.

Business in Boston is d—m poor. Farmers have raised too much grain, and New England fodder is too good.—Thos. Ronald.

The Alpine McLean Co. has been in business in Boston for two years and has been doing a receiving and shipping business.—E. McCloud. mgr.

High prices of grain have caused an enormous slaughtering of poultry and live stock by the farmers, thus making less to feed.—J. E. Soper & Co.

The Webster Tapper Co. has been in the jobbing business here three years. Both members of the firm were formerly with the Norton Chapman Co. for ten years. They report a good business.

It is believed here that E. R. Bacon of Chicago has sold not less than four million bus. of corn in Boston for delivery every month from now until Sept. next at a scale of prices which seems to suit purchasers.

While the export business is dull I expect to see it pick up after the holidays. Large shipments of wheat are being made at the present time, but they are mostly on old contracts, and a great deal of the wheat is from Manitoba.—P. J. O'Toole.

S. E. Faithfull has been representing A. B. Porter & Co. of Philadelphia in this market for a year, and tho he had had 14 years experience in the grain business previous to this his success has been quite phenomenal. He is handling a very large business and he does it because he hustles.

You can't bring grain into New England and get an old dollar for the new one you put into it. The reason is we have had open weather and the farmers and jobbers have purchased thousands of bushels of grain in advance of needs. Grain is coming in faster than the trade can take care of it. Look for better demand after Dec. 10.—A. S. Heathfield.

I should say there is no comparison between Boston and the other Atlantic ports. Boston is between 200 and 300 miles nearer Liverpool than New York, or between 8 and 10 hours nearer in time. That certainly should be a great factor, and is in our favor. Again, if Boston had one or two direct lines to Buffalo, and the Grand Trunk R. R. had a terminus here, Boston with her great harbor and beautiful water front would handle about all of the Canadian grain, as well as her share of the Western grain. When this is done, and it certainly is coming, Boston will be a greater seaport than New York, Baltimore or Philadelphia. Boston is the natural outlet for Canadian grain in particular, and if the cities just mentioned had the natural outlet that Boston has they would not be long in grasping the situation and getting to work. But Boston seems to be in a rut and satisfied to stay there, but when she does awake this will be a great port. We have a man now who is working along these lines, B. J. Rothwell, pres. of the Chamber of Commerce, a far seeing, shrewd business man, who has the interest of the C. of C. and the port of Boston at heart.—Seth Catlin, chief grain inspector.

NEW JERSEY.

NEWARK LETTER.

Business is some better since the election.—W. F. Schmidt.

Business very slow; plenty of grain and few to buy it.—Leslie G. Dey.

Trade very dull; people have no money with which to buy grain. We could sell more if we would trust for it.—F. A. Champlin.

Business is not very brisk. The country is well supplied with grain and local crops make business dull.—J. C. Smith & Wallace Co.

The car lot business is dull but inclined to be better since the election. I look for the pendulum to swing around to better business.—Chas. C. Thompson.

Elliot A. Archer, who did a big business here under the firm name of A. E. Howe & Co., 6 years ago, and who swindled two Newark banks out of $80,000 by forging Bs/L, was captured in Seattle, Nov. 20, and is being brought back to Newark for trial. The state has chased this man all round the world and tho he has been gone for 6 years those who were duped remember him well, and are glad to see him return.

Newark and Jersey City dealers are advocating a reduction of the tariff on grain. They do not wish to see the duty on grain taken entirely off for most of them are protectionists, but they do believe the present exorbitant tariff is too high. For instance, the consumer in the East to whom they sell is unable to secure higher wages than he did a year ago and still prices of grain are higher. Canadian oats, designated as "Manitoba Rejected," may be shipped in at a price within 2c a bus. of American No. 3 oats and duty paid on them. They are really better than our three oats and when quality is considered are about the same price as the consumer has to pay for American oats. Thus viewing this question from the standpoint of the consumer the grain dealers here believe it is too much for the farmers who are rolling in automobiles, to sit back with their granaries bulging and ask the consumer to pay him a bonus of 15c per bus. on

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A marlin covered wire rope flexible as manila rope and much more economical.

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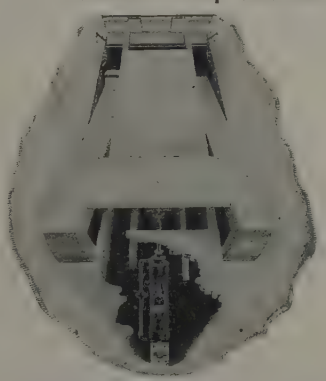
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oats. The same thing applies to corn.—P.

NEW YORK.

Himrod, N. Y.—S. Nelson Jones, for several years an extensive grain dealer, died recently at his home near this place.

Roslyn, N. Y.—J. F. Stapleton Grain Co. incorporated; directors, F. Stapleton, John T. Hennessy and Jeremiah S. Hennessy, all of Roslyn.

Brooklyn, N. Y.—Brooklyn Eltr. & Milling Co. incorporated to manufacture grain products; capital, $50,000; incorporators: Earl O. Demoss, Edward C. Sperry, and Albert S. Wright.

Albany, N. Y.—Shippers in New York will be mailed the weekly tariff bulletins of the State Public Service Commission showing changes in grain and other rates at the cost of postage, 52 cents a year. Application should be made to the Public Service Commission, second district, Albany.

Canisteo, N. Y.—The first floor of the building used as an extra store house, by the J. H. Strait Milling Co., collapsed Nov. 27, dropping all the grain into the cellar and badly damaging the walls. The company had put 30 tons of feed on the first floor, which was too much for the structure.

BUFFALO LETTER.

The Lake Shore Iron Eltr. Co. is building a Hess drier in a separate building and will have it in operation about Jan. 1.

The uncertain features of Buffalo's trade is the amount of winter storage to be had and the fluctuation in the car corn receipts.

Buffalo, N. Y.—The Churchill Grain & Seed Co. is installing a Cass Grain Drier, furnished by L. L. Cass, grain dealer at Weston, O.

With other grain running pretty light the car movement of corn has been heavy lately, sometimes running up almost to 100 cars a day and averaging very good grade.

Rapid progress is being made on the new mill for the Washburn-Crosby Co. The piling is nearly finished and the work on the foundation will be well under way before the middle of the month. The old mill is running 24 hours a day.

The advancing price of western winter wheat is said to be due to the giving out of state wheat much sooner than was expected. It is also said to be used to mix with state wheat because of its fineness, especially where the state wheat has sprouted.

Oat receipts in this market have been much lighter than was expected, Chief Inspector Anderson saying that they are not lasting nearly as long this year as they did last. On the other hand, the receipts of barley have picked up and grade very well.

While it is known that the car surplus is small, grain men as a rule are not complaining for the reason that the grain movement is very slow at this time, but millers who have a small storage capacity are finding fault with the local situation and say that they are having difficulty in getting the cars they want and at the time they want them.

Feed dealers are not finding business very consoling of late and are hoping for some cold weather to boom demand. Altho the demand is very light the price seems to remain firm. One dealer says that if he could only convince the farmer that he is losing money when he stops buying feed because it is high, he would not have to complain about business.

The matter between the Buffalo Cereal Co. and the Buffalo Creek Railroad alleging discrimination in furnishing cars, which was taken before the Public Service Commission, has been turned back to the litigants with the advice to settle the trouble between themselves. The Cereal Co. alleges cars which they coopered for their own use were turned over to other concerns.

Eltr. builders say that the project of rebuilding the Wheeler eltr. which was burned some years ago, has not been laid aside yet and if the weather should permit it is quite possible that the contract will be let before long. It is to be of steel or concrete and 750,000-bu. capacity. The Lackawanna Co. is not expected to make any eltr. changes this year, tho some are looked for next year.

Eltr. owners are not getting as much storage as they had last winter, chiefly because of fear that the high price of wheat will not last until spring. Then the storm at the opening of December cut down vessel movements and no doubt cut down the amount that otherwise would have been laid up afloat. On Dec. 1 a dozen cargoes, mostly wheat and flax-seed, were laid up here and more will continue to arrive, tho vessel owners are not anxious to pay extra insurance on late movements.

The comparative cheapness of barley this year and the high price of oats seems to be tempting everybody to mix the two together. Some dealers say they have never seen so much mixing of rye as well as barley with oats as now. Oats is the only grain that brings more than 2c per pound. Dealers who are in touch with horse feeders learn that it is almost impossible to get a boarding stable to feed any flesh upon their horses and in some cases horse owners are buying the heavy Montana oats to keep their horses in condition.—J. C.

NEW YORK LETTER.

Members of the New York Produce Exchange are divided into clans, the "birds of feather flocking together." Traders in wheat assemble in the pit where they shout for a time, and smoke all the time; corn traders gather about an elliptical brass ring, and now-a-days expectorate into the sawdust. Oats traders gather around a window ledge near a telegraph booth, and swap stories. Exporters sit upon a long bench and wait for the price of corn to go down so the European demand will go up. Receivers of cash grain and commission houses pile yellow boxes of grain upon their tables and it looks like business. Here are the views of those who would express an opinion:

Business is only fair.—I. H. Reed.

It's a hand to mouth business now. Look for better business after Jan. 1.—Jimmy Simpson.

It's all Jim Patten now. European buyers are not buying freely at these prices.—Edw. Beatty.

New York consumers are feeding substitutes and consumption has decreased making less business.—W. J. Brainard.

Business is very dull; we need a better feeling in the trade and when we get it business will revive.—L. W. Forbell.

Expect a better demand for grain. Believe the grain trade is beginning to feel a little more prosperity.—C. C. Ramey.

Business is frightfully dull. The Patten interests makes the people afraid to speculate. There is a good demand for cash corn for export at about 72c. Corn which is arriving is excellent quality.—J. H. Halstead.

Business is very good; six weeks before election it was awful dull, but business is fair now. Northwestern oats are a good proposition to handle here. The local market is good for oats because the price is so high that buyers will not load up with cif oats and that makes this a good consignment market. — W. L. Brandt.

The New York Central Eltr. has been altered to do domestic business. It handles very little railroad business.

G. H. K. White, Chief Inspector New York Port, being asked, Do you look for federal inspection of grain? answered, You never can tell what the politicians will do. I would like to see uniform grades established, but not all of those adopted at the Grain Dealers National convention in St. Louis.

Martin S. Herbert is the hustling Forwarding specialist of the New York Produce Exchange. His father was in the grain business long before him and his facilities for studying the needs of exporters have been the best. Mr. Herbert has improved the opportunities and now handles accounts for some of the largest exporters in this country.

One outgrowth of the high prices in grain in New York has been the substitution of various molasses feeds and other concoctions which drivers are forcing upon their uncomplaining beasts. Every owner of a quadruped in New York has turned trainer; that is, he is training his horse or cow to thrive on half rations and that very often adulterated.

Martin B. Jones who sold his interest in the firm of Jones & Morey Co. to L. A. Morey, has organized a company of his own which he has called Martin B. Jones & Co. He was pres. of the old firm since its organization until Oct. 1, when he began a brokerage and commission business for himself. He is well known to the trade and generally liked by all who have done business with him.

Norman H. Niver, for many years connected with the grain and shipping trade here, died at his home in this city, Nov. 29, after a brief illness. He leaves a widow and one son, Frederick M. Niver. Mr. Niver helped establish the N. Y. & Hudson River Steamboat Co., and was general mgr. of the line till 1876, when he left to start the firm of J. M. Niver & Co., grain merchants, Hoboken, N. J. He retired from business ten years ago.

B. F. Schwartz, who was identified with Albert C. Field Inc. for 6 years, not long ago believed he had learned enough about the grain business to start in for himself. He did so and has every reason to think his idea that he could do a big business for himself was right. He is conducting a brokerage and consignment business. He says, "Judging from the demand for corn the price will go lower; oats have had a slight break and with a little more decline will make trade."

NORTH DAKOTA.

Kenaston, N. D.—The eltr. of C. D. Pals, capacity 30,000 bus., burned recently.

Abercrombie, N. D.—C. W. Westerson is planning to enlarge his eltr. Its present capacity is 20,000 bus.

Bucyrus, N. D.—This place is to have

a good sized eltr. erected by the Bagley Eltr. Co. of Minneapolis.

Sterling, N. D.—Powers Eltr. Co. has succeeded the Simonson Grain & Lumber Co. here and at Driscoll.

Bathgate, N. D.—Matthew B. Fee, a grain buyer, agt. for the Minneapolis & Northern Eltr. Co., died recently.

Expansion, N. D.—The Bismarck Eltr. & Investment Co. is building another grain warehouse; capacity, 21,000 bus.

Park River, N. D.—The eltr. of the St. Anthony & Dak. Eltr. Co. was burned, Nov. 21; loss, $16,000, covered by insurance.

Pekin, N. D.—The Osago Farmers Eltr. Co. is building a house for its feed mill and will soon be ready to grind feed.

Tower City, N. D.—E. Elliot has resigned as agt. for the Great Western Eltr. Co. to take charge of an eltr. at Beach, N. D.

Valley City, N. D.—I have stopped buying grain and am now weighmaster for the Soo Road grain.—J. C. Ashley, formerly agt. Royal Eltr. Co., Kensal, N. D.

Langdon, N. D.—The eltr. of the Federal Eltr. Co. recently burned to the ground. Loss about $10,000. The building was valued at $6,000 and the contents at $4,000.

Coulee, N. D.—Edward Kraling of the firm of Kraling & Greely, grain dealers, has disposed of his interests in the company and expects to spend the winter in the East.

Enderlin, N. D.—The Enderlin Farmers Eltr. Co. has purchased the eltr. property of W. J. Loomis, known as the Enderlin eltr., that has been leased to B. Simpson since May of last year. The new owner will run this eltr. in connection with its own.

Casselton, N. D.—We had fair car service this fall and were not blocked for room. The Amenia Eltr. Co. had rented the N. W. eltr. at their station, to fill up with good milling wheat for their mill here.—J. C. Walters, agt. Amenia Eltr. Co., Pickert, N. D.

Portal, N. D.—About 10:30 p. m., Nov. 28, a deliberate attempt was made to burn the eltr. of the Farmers Eltr. Co. Had the fire not been accidentally discovered in its early stages, the attempt would undoubtedly have been successful, since the building was only saved by hard work.

Ambrose, N. D.—Since the beginning of fall 118 carloads of Canadian grain in bond has been shipped from here. Ambrose lies about three miles from the international boundary line, and Canadian farmers are glad to haul their grain here. Last year 45 carloads were shipped. These figures show the wonderful development of the country north of this place.

Warwick, N. D.—The eltr. of the Farmers Grain Co. burned Nov. 22, destroying about 2,000 bus. of grain, mostly flax. Loss, $8,000 fully covered by insurance. The company's books and records were saved by the agent who was at his home when the fire was discovered. The company will either rebuild or buy another eltr.

OHIO.

Alger, O.—T. Reed Dunlap has succeeded Dunlap Bros.

Newark, O.—Wm. E. Wiemer is out of business.—Kent Bros.

Minster, O.—I will put in a car loader.—Theo. B. Steinemann.

Mt. Blanchard, O.—E. E. Spoan has bot the grain business and leased the eltr. of W. L. Bristoll.

Toledo, O.—Frank E. Foster, formerly engaged in the grain business here, died recently at Chicago.

Kalida, O.—Raabe Bros. sold their eltr. to the Farmers Grain Co.; and the Kalida Eltr. Co. sold to the Kalida Grain Eltr. Co.—Farmers Grain Co.

Ohio City, O.—William Mahan of Van Wert, O., has purchased the eltr. here of Wm. Cook & Sons, taking possession Dec. 1.—Chas. T. Pierce, Van Wert, O.

Trotwood, O.—Rev. Granville W. Minnick has sold his grain eltr. to J. M. Baker of Englewood for $7,000, and will devote his entire time to his church work.

Storms, O.—Baum & Scott have succeeded J. L. Baum, Mr. Scott having been admitted into partnership. They are the only regular dealers. A scooper is working here.

Mandale, O.—At present there is no one here in the grain business. Since the eltr. belonging to us burned last February we have not rebuilt and do not expect to rebuild at this point.—Dowler Bros.

Marion, O.—Loring J. Smith, sec'y and mgr. of the Ohio Milling & Eltr. Co., which recently went into the hands of a receiver, is charged with having embezzled $174. Mr. Smith has been succeeded as mgr. by Roscoe Oborne.

Cavett, O.—Our eltr. at Cavett is now completed and we are handling grain thru it, under the firm name of McMillen & Longsworth, E. A. Longsworth, gen. mgr. We are not connected in any way with J. E. Heyman.—J. W. McMillen, Van Wert.

Rochester, O.—A. F. Morgan, for many years an active grain dealer here, died at St. Luke's Hospital, Cleveland, Nov. 6. His funeral was held from his old home at Lodi, Nov. 8. Mr. Morgan entered the grain business at Rochester switch in 1893.

Bowling Green, O.—W. L. Griffin, who conducts a coal, grain, and general supply business, recently installed a small eltr. and is purchasing corn and grain. He operates his plant with a gas engine, but expects to install an electric motor soon to meet the demands of his increasing trade.

Washington, C. H., O.—C. E. Lloyd's new 20,000 bu. eltr. is completed. It is equipped with 3 stands of eltrs. 7x14; 1 Monitor Cleaner, 1 Philip Smith Revolving Screen, a drier, a 125-h.p. steam plant, a 10-ton wagon scale, a track scale, a hopper scale, sinks for receiving from wagons and cars.—J. W. Chanel.

Canal Winchester, O.—A Corn Exhibition will be held here Dec. 15 by the Franklin Farmers Corn Improvement Ass'n, W. H. Lehman, sec'y. Addresses will be delivered by Professor C. G. Williams of the Ohio Exp. Sta., and Professor Alfred Vivian of the Ohio State University. Among the local firms taking an interest in the show is the Winchester Milling Co.

Cleveland, O.—The development of our business has been such that we have found it advisable to open an office at this point, which is in charge of Mr. A. T. Ward. His long experience in this market, coupled with an extensive acquaintance among both shippers and re-

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ceivers, will undoubtedly insure us a good line of shipment at Cleveland.—The Townsend-Ward Co., Buffalo, N. Y.

Toledo, O.—George H. Price, who was in the grain business as dealer and buyer for more than forty years, recently died at his home in this city, aged 62. He was born in London, educated at the University of Cambridge, came to Toledo in 1865 and entered the grain trade with Bangs & Walker. On their retirement he became buyer for Quale & Co. For the last 15 years he has been buyer for the A. W. Colton Co.

Cincinnati, O.—That the former bucket-shop operators will have to stand trial under federal indictments charging them with a misuse of the mails, was decided Dec. 1 by Judge Satere. The defendants are Louis W. Foster, Arthur C. Baldwin, John M. Scott, Edwin F. Heil, Walter J. Campbell, and John M. Gorman, who are indicted jointly; and Geo. H. Stapely and John A. Payne indicted in a separate true bill. The former did business as the O'Dell Brokerage Co. and Foster & Co. Three of the indicted, Foster, Stapely and Payne, are Cincinnati men.

Defiance, O.—The Farmers Grain Co. operates two eltrs. here; one on the east side and the other near the center of town on Wayne St. Both offices were broken into Nov. 29, by some one who seemed to think the eltr. safes contained large sums of money. The cash drawer in East Defiance contained $1.25. The safe in the Wayne St. office had no money in it, and the burglar was frightened away by Neil Tuttle, who was sleeping in the building, inquiring what the man was doing. The burglar left a monkey wrench and a chisel bearing the name of I. Hoover. Five dollars will cover the damage.

OKLAHOMA

Madill, Okla.—The Madill Grain & Eltr. Co. has been reorganized and is doing business under the old name.

Oklahoma City, Okla.—The Oklahoma Millers Ass'n held a meeting here Nov. 24, attended by about 25 millers.

Boynton, Okla.—The state corporation has ordered the Frisco System to put in a side track here for the Haywood Eltr.

Cordell, Okla.—The Cordell Gin & Milling Co. had a fire, Nov. 21, that did about $500 worth of damage to the eltr. attached to the mill.

Gage, Okla.—The state corporation commission has ordered the Santa Fe to put down a side track for the J. B. Davis Mill & Eltr. Co.

Yukon, Okla.—The Wells Grain Co. incorporated; capital stock, $5,000. Directors: H. T. Burton, Marion Wells and O. P. Wells, all of Yukon.

Cherokee, Okla.—We have sold our eltrs. to the Stevens-Scott Grain Co. of Wichita, and are out of business.—H. L. Spangler, of Spangler Eltr. Co.

Custer, Okla.—R. B. Miller of Arapaho, Okla., has purchased the Drennen grain eltr. here, and will conduct its business under the firm name of R. B. Miller Sons Co.

Roff, Okla.—I have resigned my position as mgr. for the Collinsville Mill & Eltr. Co. at Collinsville, Tex., to take the managership for this company here.—W. M. Black, mgr. Hutcheson Grain Eltr. Co.

Chickasha, Okla.—T. B. Wood of Kirksville, Mo., has bought from its owner, P. C. Travers, the interests of the Chickasha Grain & Produce Co., and expects to improve the business by enlarging the quarters. He will move his family here at once.

Checotah, Okla.—R. O. McFall has a broken rib and other injuries because his coat became entangled in the sprocket wheel on a line shaft at the Lawrence eltr. Mr. McFall's life was saved only by the belt coming off the pulley immediately after he was caught.

Minco, Okla.—The eltr. and warehouse of Johnson Bros. burned Nov. 23, destroying about 25,000 bus. of corn. Fire is believed to have been started by night riders trying to fire a cotton gin. Sparks were carried to a car of cobs near the eltr. and a strong wind frustrated efforts to check the blaze.

Oklahoma City, Okla.—Representatives of the Texas Grain Dealers Ass'n, Western Grain Dealers Ass'n, Kansas Grain Dealers Ass'n and Oklahoma Grain Dealers Ass'n are meeting in this city today to take action on the uniform B/L. Railroad commissions of different states have been invited to send a representative. H. B. Dorsey, sec'y of the Texas Grain Dealers Ass'n, who has been actively opposing the unjust clauses of the uniform B/L has been endeavoring to unite the ass'ns in definite action looking toward application to the federal court for an injunction prohibiting the railroads from using the uniform B/L. or from requiring the shippers to sign the B/L.

Hobart, Okla.—John Willis Dickson, formerly in the grain business at Memphis, Tenn., and until recently president of The John W. Dickson Grain Co., of this city, is now at Champaign, Ill. The company was incorporated for the sum of $10,000. Mr. Dickson was pres., Mr. R. M. Simmons, of Hobart, was vice-pres., and G. G. Caudill, of Clinton, Okla., was sec'y-treas. The company operated eltrs. at Arapaho, Clinton, Hobart, and possibly one other station. Very little cash was put into the business, the eltrs. being leased or bot on time. The Roosevelt Eltr., which it was supposed that Mr. Dickson had turned over to the company, was taken by the First Nat'l Bank of Hobart, which refused to carry his paper any longer. The banks are now in possession of all the eltrs. and the grain, and there is absolutely nothing left for the other creditors. Mr. Dickson left quite a number of claims unpaid, but some seem to think he will pay these later.

PENNSYLVANIA.

Cheswick, Pa.—Elias Block & Sons, distillers, are considering making an addition to the storage capacity of their eltr. They favor steel bins or tanks.

PHILADELPHIA LETTER.

The proposed raise of freight rates by the leading trunk lines is being very vigorously discussed by the grain men.

Aaron Cohen has been admitted to membership in the Commercial Exchange. He is connected with Hancock Grain Co.

After being established here more than 200 years, Francis Perot's Sons Malting Co. has sold its old malt house and will hereafter conduct its business in Buffalo, N. Y.

The Marion and Haverford, well known freight steamships plying between this port and London, Liverpool and Antwerp, will be transferred to Boston until the cattle embargo is removed from this city.

The new B/L recommended by the Interstate Commerce Commission is not satisfactory to the trade here, the grain men expecting to have the coming congress enact a modified form more agreeable to the grain trade in general.—S. R. E.

The locomotive of a grain train from Harrisburg to Girard Point jumped the track on the Pennsylvania R. R. recently, plowed down a 10-ft. embankment and buried itself in the mud, pulling three cars from the track and scattering the grain over the ground.

SOUTH DAKOTA.

Wessington Springs, S. D.—The So. Dak. Grain Co. has built a large corn crib near its eltr.; size, 12x50x10.—G. Van der Boom, agt.

The South Dakota Railroad Commission has been petitioned by the millers to establish milling in transit rates. This privilege should include cleaning in transit for the benefit of the eltr. men.

Sioux Falls, S. D.—The corn show of the South Dakota Corn Growers and Breeders Ass'n will be held here Dec. 22-24. The big premium this year is $200 for the best 20 ears grown in this state. Particulars are obtainable of C. E. Twamley, sec'y, Alexandria, S. D.

SOUTHEAST.

Talladega, Ala.—Castleberry & Todd's grain and hay warehouse burned Nov. 15, destroying about 300 tons of hay and corn; loss partly covered by insurance.

Norfolk, Va.—The charges of dealing in inferior molasses feed made against E. P. Mueller and the City Hay & Grain Co. have been dismissed by the justice, but the state's attorney took an appeal.

TENNESSEE.

Nashville, Tenn.—A building permit has been issued to W. R. Cornelius & Co. to erect a grain warehouse on a railroad siding in East Nashville.

Nashville, Tenn.—A reorganization of the weighing and inspection department of the Grain Exchange is being considered.

Nashville, Tenn.—Chas. D. Jones & Co., shippers and receivers of Memphis, have moved to this city and have their offices in the First National Bank bldg.

Memphis, Tenn.—The Merchants Eltr. Co. incorporated to deal in all kinds of grain; capital, $50,000. Incorporators: Allen J. Moore, L. W. McCord, and others.

Nashville, Tenn.—A delegation representing the grain and milling interests of this city has appeared before the Interstate Commerce Commission at Washington to protect its reshipping and milling in transit privileges.

TEXAS.

El Paso, Tex.—El Paso Grain & Milling Co. incorporated under laws of Arizona; capital stock, $250,000.

McKinney, Tex.—The mill of the White Grain Co. burned, Nov. 26, destroying much corn; loss, $3,000, partly insured.

San Angelo, Tex.—Work has been about completed on the plant of the recently incorporated Paul Garrett Milling Co., which purchased this plant in McGregor, Tex., and moved it here.

A meeting of the executive committee

of the Texas Grain Dealers Ass'n was held Dec. 8 to consider what action to take with regard to opposing the enforcement of the uniform B/L by the railroads.

The Texas Railroad Commission has refused to change its rule that the 48 hours in which to change destination on shipments, means 48 hours after arrival of car at first destination without the agent giving the consignee notice of the arrival; Sundays and legal holidays included.

Galveston, Tex.—Exports from Galveston, from Sept. 1 to Dec. 1, have been 4,006,884 bus. of wheat and 3,016,626 bus. of corn; compared with 4,530,598 bus. of wheat and 1,325,738 bus. of corn during the corresponding period of 1907, as reported by C. McD. Robinson, chief inspector Galveston Board of Trade.

Denison, Tex.—Turner Wilson, pres. of the Denison Mill & Eltr. Co., that had its plant burned Nov. 12, states that the company will rebuild. The total loss was $51,000; the estimated salvage, $14,000; insurance, $28,500. The insurance companies are to pay $27,534.92 in settlement of all claims, making the company's loss about $10,000.

Fort Worth, Tex.—Arrangements have been completed for the installation of the ninth eltr. here. It will be built by the Crouch-Pool Grain Co. composed of A. B. Crouch of Temple, and A. B. Pool of Cedar Hill. A warehouse with corn shellers, and other equipment, necessary for handling grain in large quantities, will be constructed as soon as possible.

Van Alstyne, Tex.—We expect to install both here and at our McKinney plant (McKinney Eltr. Co.), a shuck hackling machine, with which to prepare our husks for mattress purposes. This will be ready for operation before the next corn season. We already operate steam shuck balers in connection with our corn sheller.—Van Alstyne Eltr. Co.

New members of the Texas Grain Dealers Ass'n are R. L. Kennedy of Alanreed, Tex., Fort Worth Grain & Eltr. Co. in place of Mugg & Pemberton; Lawrence Grain Co. in place of Denton & Lawrence, Bartlett, Tex.; H. Waldo in place of Waldo & Co., Muskogee, Okla. Membership has been resigned by D. H. Thompson of Waxahachie, and Texas Grain & Milling Co., of Dallas.

For the arbitration of claims which had been declined by the claim departments of the various railroads the general managers ass'n appointed a committee composed of Colonel Mike Sweeney and H. B. Dorsey, sec'y of the Texas Grain Dealers Ass'n, to continue three months. The committee has now been continued for 6 months longer; and members of the Texas Grain Dealers Ass'n having claims of this character are invited by Sec'y Dorsey to send them to him.

WASHINGTON.

Pullman, Wash.—The annual wheat convention is being held here Dec. 9-11.

Walla Walla, Wash.—The Jones & Scott Co., grain dealers, has increased its stock to $50,000.

Tacoma, Wash.—Spring seeding is being abandoned by many growers on account of the crop failures, and they are sowing winter wheat, reports Chief Deputy State Grain Inspector S. S. King.

Spokane, Wash.—The Washington Grain & Milling Co. has purchased for $37,500 a site near the O. R. & M. tracks for a new plant it expects to build next year. The company has a warehouse and distributing depot here and a flour mill at Reardan.

Wapato, Wash.—Daugherty & Murphy, a Portland firm, have the machinery here for an alfalfa meal mill established by the Henrietta Milling Co. of Portland, Ore.; capacity, 40 to 50 tons a day. At first the mill will employ 20 men a day in two shifts, 24 hours' work each day being necessary to fill orders. The equipment is valued at $15,000.

Wilson Creek, Wash.—A. E. Nichols and associates have bot the independent grain warehouse, capacity 45,000 bus., owned by James Muir of Wilbur, a business associate of M. E. Hay of that place. Mr. Muir owns warehouses on the Washington Central line and expects to confine his business to that road. Mr. Nichols has been mgr. here about three years and has handled a large amount of grain. He is widely known and is regarded as an authority in the grain business. He will continue to manage the warehouse till March and will close out the grain now stored and under contract. The warehouse will continue to be operated independently. Mr. Nichols has purchased the 22,000-bu. warehouse of Mr. Muir at Adrain, also.

WISCONSIN.

Roberts, Wis.—The Roberts Society of the A. S. of E. will probably erect a large eltr. here.

Hersey, Wis.—The eltr. owned by Peter Westerdahl burned recently; loss $3,000; insurance, $1,500.

Chippewa Falls, Wis.—Chas. J. Johnson has purchased F. J. Rooney's interest in the Chippewa Fuel & Grain Co.

Montfort, Wis.—We have built an addition to our eltr., 20x34 ft., to be used as a store room for feed and flour; and have also put in a new eltr. and car loader.—Johnson Bros.

Tomah, Wis.—The Farmers Co-operative Eltr. Co. incorporated; capital stock $6,000. Incorporators: Henry W. Schneider, Ernest E. Wyatt, L. F. Wirth, J. C. Nelson, and J. H. Lobe.

The test case brot by the millers of Wisconsin to decide whether the pure feed law is constitutional or not will be tried at the January term of the Supreme court, to which the millers appealed from the decision of the Circuit court of Langlade county given Nov. 16.

MILWAUKEE LETTER.

The Lawrence Grain Co. has removed to Kenosha, Wis.

The interest rate now being charged on advances against consignments is 6 per cent.

The will of Oscar Mohr, filed for probate Dec. 3d, leaves an estate of $12,000 to his wife.

Ludwig Teweles of the L. Teweles Co., seed merchants, was married at Kenosha to Miss Genevieve Mintz, recently.

I think we are going to see better prices for barley; receipts are light and demand is in the same boat. Feed condition is holding up malting barley.—P. C. Kamm.

Frank L. Vance, a member of the C. of C. since 1873, and connected with the firms of Vance & Joys Co. and David Vance & Co. Vessel Agents, died Dec. 2d in Atlantic City.

Application for membership in the C. of C. has been made by John E. Stair,

Dust Separators



The Best in the Business because it is scientifically proportioned and will lay finer dust than any other machine made.

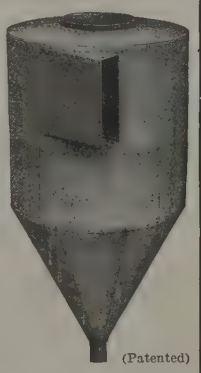
We have had years of experience in this business and we will be glad to help you solve your dust-collecting problem.

CINCINNATI EXHAUST & BLOW PIPE CO.
324-30 W. 3rd St., Cincinnati, O.

CYCLONE BLOW PIPE CO.

IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping.



Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low Speed Systems.

70-86 West Jackson Boul. CHICAGO, ILL.

(Patented)

"The per cent of loss saved by the '1905' over the old 'Cyclone' is from 71⅓% to 80%. These losses are due to dust collector friction and take into consideration nothing but the Collector."—*The Mechanical Engineering Dept., University of Michigan.*



THE

"New Cyclone 1905"

Manufactured Exclusively by

The Knickerbocker Co.

JACKSON, MICH.

and application for transfer has been made by Jas. V. McHugh. Members recently elected are L. A. Bearman and H. S. Jewell.

There are no thru rates on all kinds of grain from stations on the Burlington road in Wisconsin and northern Illinois to Milwaukee, and efforts will be made to secure through rates to apply on this traffic at the earliest possible date.—Geo. A. Schroeder.

What is probably the heaviest test weight car of oats ever received in this market, was a consignment of oats billed to J. V. Lauer & Co. from Outagamie County, this state, which tested 38 lbs. to the bushel, and graded standard, being bright, clean and heavy berry.

It is said that the stock held by four of the stockholders of the Wisconsin Central has been sold to a syndicate which will replace the present officers of the road, and that an alliance will be entered into with the Canadian Pacific and the Canadian Northern roads.

Geo. A. Schroeder, Chairman, appeared before the Wisconsin Railroad Commission, Madison, Tuesday, in the interests of the C. of C. on the complaints by merchants of the practice of the N.-W. road charging freight on the minimum weight of cars in cases where small cars were ordered and the company was unable to furnish them.

About the customary number of leaking and otherwise damaged cars entailing a loss of grain, are being received at this market, according to F. F. Clapp, the weighmaster, who states that the railroads have done nothing in the line of placing new cars in service. The weighing department is conducting its work up to the usual standard.

The car situation at present is satisfactory, both from the standpoint of the transportation companies and the shippers. In the last few weeks there has been a gradual improvement in demand for cars to move farm products. Indications point to an active winter in the matter of moving freight.—J. O. Clapp, Mngr. Wis. Car Service Assn.

Looks as if the movement of everything but corn will continue light. I believe for that reason that prices for cash stuff will improve very much compared with "futures." Market is liable to be more favorable than others as we draw from more limited territory. With favorable weather there will probably be quite a movement of corn.—W. M. Bell.

If the record established up to this date as regards the condition of corn were to be maintained this market would without a doubt become the banner corn market in the country. Up to the present time the inspectors have failed to report a sign of hot corn. Corn arrivals are totaling about 70 cars a day, which is exceptional, considering that the heavy movement has not started.

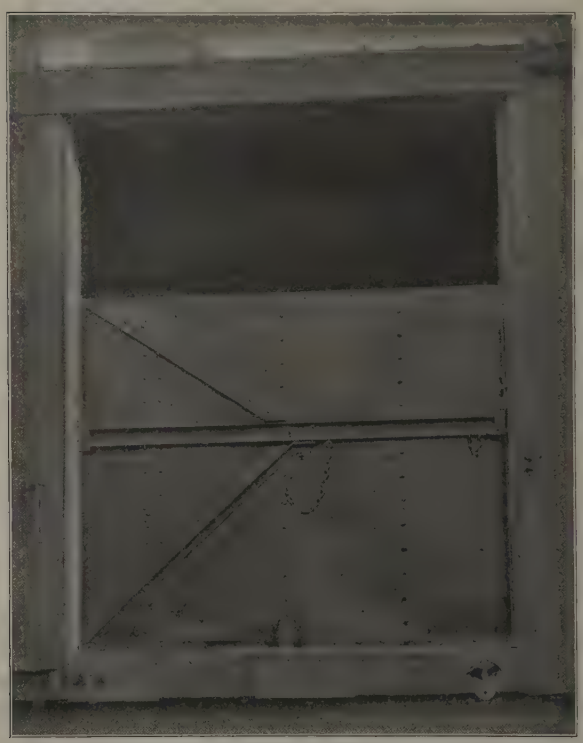
Whether "experience is the best teacher" or warnings are bearing fruit, the way cars arriving at Milwaukee are coopered and boarded would indicate that this portion of the grain shipping business is being given more attention than heretofore. The only drawback to the advance made is that some of the samplers have to indulge in that well known practice of "knocking" in order to gain an entrance.

"There is absolutely no difference between the interests of the shipper and the transportation company, and the railroads and the shippers must get together and establish reasonable rates." With this announcement as a starter, State's Attorney John E. W. Wayman of Chicago, carded as the principal speaker at the Transportation Ass'n banquet, launched into a rapid fire discussion of the problems under discussion.

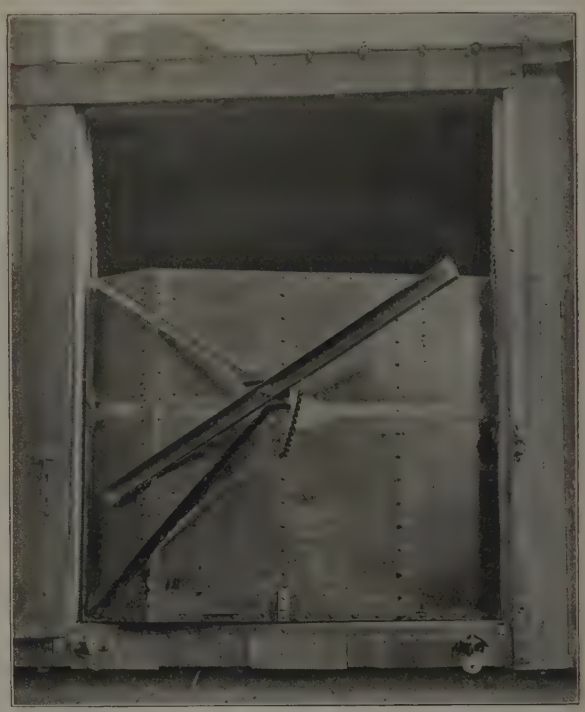
On a suit to recover on a certificate of membership in the Chicago Board of Trade, growing out of the rental for one year of the certificate, Gertrude S. Phillips was awarded judgment for $3,200 and interest from Jan. 1, 1905, against William and Mary Young. At the expiration of the rental of the certificate, the defendants refused to return it on the ground that no one but a male person may be the owner of a certificate of membership.

Fire partly destroyed the drying kilns of the Milwaukee Malt & Grain Co., Nov. 30. This is the city branch of the American Malting Co. Loss, $2,000; fully covered by insurance. The fire started in the basement of an eltr., above a heat conveyor. A huge fan shot the flames high into the building, where they worked down toward the other eltrs. The drying screens were covered with salvage malt from a fire about a year and a half ago. This burned rapidly.

"To arrive" sales of barley since the ushering in of the new crop have not amounted to a row of pins—so to speak. Naturally, some demand, altho to see it one would have to resort to the microscope, for barley by this route has been in evidence at times, but as sellers have been only too happy to push off "spot" arrivals, very little attention has been given to the other end. And, the "hand to mouth" method of buying has failed to give the other style an inning as yet.—Slits.



The Invincible Steel Grain Door in Place.



The Invincible Grain Door Bar Just Released.

[For Description See Page 771.]

A New Steel Grain Door.

Numberless grain doors have been invented and patented, scores have been experimented with in the car, but few indeed have survived three trips.

The Invincible Steel Grain Door illustrated herewith has been constantly in use for three years at Chicago and has given no trouble.

This door is a permanent fixture in the car, and when not in use is hooked to the roof as shown in the engraving herewith.

A comparatively narrow section of the door is hinged to the broader part of the door. Riveted to the narrow section are two diagonal braces meeting near the middle of the door to pivot the cross bar of channel steel. With the door in place the bar extends horizontally from door post to door post and when released tilts up at one side and down at the other as shown in the engravings herewith. In the middle of the door at the lower edge is a dog fitting down into a socket in the door sill. The door is hooked down at the sides when in position for loading. Without opening the cross bar the door may be raised a few inches as counterweights balance the door as a window sash. The four edges of the door are reinforced with angle iron, making it very stiff against the pressure of grain.

The operator depresses the bar at the left and the door swings open, the bar being held from flying too far out by a short chain. The sockets into which the ends of the bar fit are a part of the door itself and the bar is not disturbed to unload merchandise, the operator, after unhooking the sides, raising the catch in the lower edge.

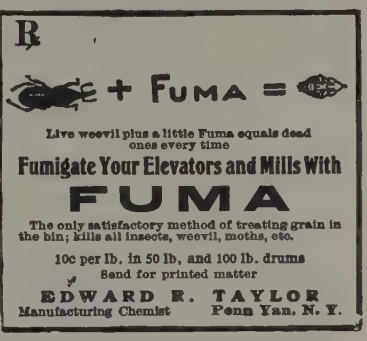
Ben. L. Coon, superintendent of the South Chicago Elevators C, C-Annex and D, at South Chicago, Ill., has been using this door for three years, handling grain from cleaning and transfer house. His experience has been that the quick release of the door will enable elevator men to handle 10 to 40 more cars per day. The door can be released in two or three minutes, compared with 15 minutes for the average wooden door. This steel door does away with the damage to car consequent upon spiking to door posts. This door is made by the Invincible Steel Grain Door Co.

Musty wheat will cause the death of chickens. By experiment a German scientist has demonstrated that, under favorable conditions, the spores of mould germinated in the ground when the musty wheat was planted, and the mould could then attack other vegetables, like sugar beets. From the damaged grain he secured a clear culture of bacteria, a so-called diplococcus, consisting of two ball-shaped parts. A living mouse vaccinated with this diplococcus died of a fever in a few hours. The diplococcus was found in the heart, lungs and liver of the mouse. Experiments on other animals showed similar results. But neither mice nor birds were injured by eating the poisoned grain. Hence the inference that this poison only worked in the blood of the animals, but not in the stomach or intestines, if uninjured.



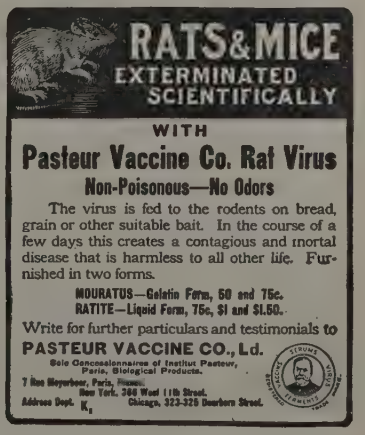
The Invincible Steel Grain Door Hooked to Roof.











Grain Carriers

Insurance has been extended at Fort William, Ont., so that shipments of grain may be made as late as Dec. 12.

The Erie Canal was closed Nov. 30. Grain traffic during the season totaled 16,000,000 bus.; against 20,000,000 bus. last year.

Oswego, N. Y., received its largest cargo in years recently when the steam barge Howe arrived with 93,000 bus. of barley for the Kam Malting Co.

The season of navigation closed with the highest rates on wheat. At Fort William 4c was paid on wheat to Buffalo to be held in winter storage.

The Stearns Salt & Lumber Co. of Ludington, Mich., has pleaded guilty to accepting rebates from the Pere Marquette road, and has been fined $10,000.

When the printer on a daily paper made "New York has the greatest harbor in the world" read "greatest horror" he was probably thinking of some of the port charges.—*Freight.*

As requested by the Louisville Board of Trade the state railroad commission of Kentucky has just granted all roads permission to ignore the long and short haul clause of the state regulations.

The Red Wing Linseed Oil Co., of Red Wing, Minn., has filed a claim with the Interstate Commerce Commission for $136.76 reparation for an overcharge on flaxseed shipped from Britton, S. D., to Red Wing.

Right of way for the 71 miles of the Columbia & Walla Walla Traction Co. is to be purchased by the Farmers Union, which will build the road for the shipment of wheat between Dayton and Wallula, Wash., on the Columbia River.

The Interstate Commerce Commission has dismissed the complaint by T. M. Kehoe & Co. against the Illinois Central road, the latter having since abolished the charge of $3 per car on reconsignments of hay at Cairo, Ill., complained of.

The Atlantic Deep Waterways Ass'n held its first annual meeting at Baltimore recently and re-elected J. Hampton Moore pres. Resolutions were adopted recommending the reconstruction of the Chesapeake & Delaware Canal by the government.

The federal court has granted the St. Louis, Iron Mountain & Southern R. R. Co. 10 days additional in which to file its answer to the suit by the Brook-Rauch Mill & Elevator Co., Little Rock, Ark., for damages on account of alleged discrimination.

In the Virginia 2-cent rate case the Supreme Court of the United States on Nov. 30 decided that the roads should have appealed from the order of the state railroad commission to the state supreme court before seeking the intervention of the federal courts.

To push the construction of a deep waterway from Toledo, O., to Michigan City, Ind., a meeting is to be held at Defiance, O., Dec. 28, at which some members of congress are expected to be present. The house committee on railways and canals of the last Congress recommended an appropriation of $100,000 for surveys.

The W. A. Tully Grain Co., of Wagoner, Okla., has asked the Interstate Commerce Commission for reparation from the Ft. Smith & Western R. R. on account of the unreasonable rate on snap corn of 27½c from Okemah, Okla., to Austin, Tex. After arrival at destination an additional charge of $6.87 was made, making the total claim $29.36.

In the suits to dissolve the Union Pacific Railroad system the government on Dec. 1 began the taking of testimony at New York. The government asks the court to set aside the ownership by the Union Pacific of the Southern Pacific and the Oregon Short Line and its holding of interests in the Northern Pacific, Atchison and Great Northern Roads.

The Stockbridge Elevator Company of Jackson, Mich., has filed an informal complaint with the Interstate Commerce Commission against the C. H. & D. Ry. and the Ann Arbor Ry., for alleged overcharge in freight on shipments from points in Ohio to those in Michigan. The complaint is made on account of their being obliged to pay a thru rate which was in excess of the sum of the two locals.

After having informed shippers that all shipments arriving at Western lake ports by Nov. 30 would be carried forward lake and rail the roads a week later gave notice that the shipments would have to be at the ports by Nov. 25 to get the lake and rail rate. Some feed jobbers who relied on the first notice have been caught for the all rail rate. Should they suffer by the error of carriers?

W. R. Johnson & Co., grain dealers, and the Chesapeake & Ohio R. R. Co., pleaded guilty at Richmond, Va., Dec. 4, to the charge of rebating. The road was fined $9,000 and the firm $4,500. The trial of Alex. E. Gilbert, assistant freight agent of the C. & O., charged with violating the law by giving rebates to grain shippers has been begun before Judge Waddill in the federal court at Richmond.

The Union Pacific Ry., the Oregon Short Line, the Union Pacific Coal Co., Everett Buckingham and J. M. Moore have been found guilty by the federal court at Salt Lake City, Utah, of conspiracy in restraint of commerce, in having cut off the supply of coal going to David J. Sharp, coal dealer, because he advertised coal below the prevailing price. An appeal has been taken to the circuit court.

Waterborne freight during 1907 aggregated the equivalent of 73,221,000,000 tons carried one mile, and the rail shipments 236,601,000,000 tons, one mile, as estimated by Joseph E. Ransdell, pres. of the National Rivers & Harbors Congress. The cost of the water transportation was $78,457,000 and of the rail movement $1,795,804,000, showing how much cheaper is water compared with rail transportation.

The North Central Ass'n of Railroad Commissioners was formed at a meeting of representatives of the railroad commissions of Illinois, Indiana, Ohio, Michigan and Wisconsin, held Dec. 3 at the Chicago offices of the Illinois Commission. Meetings will be held at the call of the pres. or when any state commission requests it. C. L. Glasgow of the Michigan Railroad commission was chosen pres. and Wm. Kilpatrick of the Illinois Commission, sec'y.

In a letter to Sec'y Geo. A. Wells of the Western Grain Dealers Ass'n with regard to the penalty clause of the uniform B/L Chairman Knapp of the Interstate Commerce Commission gives an opinion that a differential is proper between rates for limited and for unlimited liability. Mr. Knapp strikes at the root of the evil when he states that the differential should exactly measure the additional insurance risk which the carrier assumes when the liability is unlimited.

Damages of $149.09, the full amount of claim, with interest at 6 per cent, has been allowed the McCaull-Dinsmore Co., of Minneapolis, Minn., against the Great Western and the Grand Island roads, for an unreasonable charge on the transportation of 11 cars of wheat in 1906 from Farmers, Brenner and Hastings, Neb., to Chicago. The entire reparation must be made by the Grand Island road which made the error of misrouting the shipments thru St. Joseph at 35¼c instead of thru Omaha at 33¼c.

Minnesota millers have filed complaint with the Interstate Commerce Commission asking that the railroads be required to reduce the rate on flour from Minneapolis to New York from 23 to 20 cents per 100 lbs. lake and rail, the cost of shipping wheat being 18 cents. It is alleged that the differential of 5c in favor of wheat has stimulated shipments of the grain from Duluth and cut down the Minneapolis flour exports 50 per cent since 1900, and the total flour output by 1¼ million barrels in 1907, compared with 1901. The millers allege that the railroads have a monopoly of the carriage of flour by lake from Duluth to eastern ports.

Replying to the Deutsch & Sickert Co., of Milwaukee, who had a car delayed two weeks waiting for another car into which to transfer the contents, Interstate Commerce Commissioner Clark recently wrote: "We think the principle is plain that where connecting lines have united in publishing a joint thru-rate between two points, it is the duty of the carriers in the route to provide the car and permit it to go to destination or to transfer the property carried to another car at their own expense, and the Commission has so decided. The question was also considered by the Commission in the case of Memphis Freight Bureau vs. Fort Smith & Western Railroad Co. et al. On page 8 of that opinion the Commission states: We are not to be understood as saying that a carrier may not, in its tariffs, impose this condition when no thru route has been formed. A carrier's first and paramount duty to the shipping public is to make its entire equipment do its utmost in serving the shippers along its own line. Neither do we say that carriers may not, in establishing a thru route, provide in the tariffs for unloading and transferring at stated junction points as a part of the thru service, if said tariffs also specify the kind of service required in transfering at such points, and the separate rates and charges to be exacted therefor. Such separate charges must, of course, be reasonable and just."

The state pure food commission of Colorado is holding hearings on the question of labeling bleached flour.

An order from New York to buy wheat was executed at Minneapolis and reported back in 30 seconds recently. The order was sent to Chicago, relayed to Minneapolis, telephoned to the trading floor of the Chamber of Commerce, received by the pit trader and telephoned back.

Roosevelt's Message on Interstate Commerce.

As regards the great corporations engaged in interstate business, and especially the railroads, I can only repeat what I have already again and again said in my messages to the Congress. I believe that under the interstate clause the Constitution of the United States has complete and paramount right to control all agencies of interstate commerce, and I believe that the national government alone can exercise this right with wisdom and effectiveness so as both to secure justice from and do justice to the great corporations which are the most important factors in modern business.

The railways of the country should be put completely under the interstate-commerce commission and removed from the domain of the antitrust law. The power of the commission should be made thorough-going, so that it could exercise complete supervision and control over the issue of securities as well as over the raising and lowering of rates. As regards rates, at least, this power should be summary. The power to investigate the financial operations and accounts of the railways has been one of the most valuable features in recent legislation. Power to make combinations and traffic agreements should be explicitly conferred upon the railroads, the permission of the commission being first gained and the combination or agreement being published in all its details. In the interest of the public the representatives of the public should have complete power to see that the railroads do their duty by the public, and as a matter of course this power should also be exercised so as to see that no injustice is done to the railroads. The shareholders, the employes and the shippers all have interests that must be guarded. It is to the interest of all of them that no swindling stock speculation should be allowed and that there should be no improper issuance of securities.

Interstate commerce is now chiefly conducted by railroads; and the great corporation has supplanted the mass of small partnerships or individuals. The proposal to make the national government supreme over, and therefore to give it complete control over, the railroads and other instruments of interstate commerce is merely a proposal to carry out to the letter one of the prime purposes if not the prime purpose, for which the constitution was founded. It does not represent centralization. It represents merely the acknowledgment of the patent fact that centralization has already come in business. If this irresponsible outside business power is to be controlled in the interest of the general public it can only be controlled in one way—by giving adequate power of control to the one sovereignty capable of exercising such power—the national government.

Forty or fifty separate state governments cannot exercise that power over corporations doing business in most or all of them; first, because they absolutely lack the authority to deal with interstate business in any form; and second, because of the inevitable conflict of authority sure to arise in the effort to enforce different kinds of state regulation, often inconsistent with one another and sometimes oppressive in themselves. Such divided authority cannot regulate commerce with wisdom and effect. The central government is the only power which, without oppression, can nevertheless thoroughly and adequately control and supervise the large corporations. To abandon the effort for national control means to abandon the effort for all adequate control and yet to render likely continual bursts of action by state legislatures, which cannot achieve the purpose sought for, but which can do a great deal of damage to the corporation without conferring any real benefit on the public.

Telegraph and telephone companies engaged in interstate business should be put under the jurisdiction of the interstate-commerce commission.

Monon Route Will Not Deduct for Natural Shrinkage.

The Chicago, Indianapolis & Louisville Ry. Co. has instructed its agents and connections in Circular No. 1036, that:

Taking effect January 1, 1909, this company will be governed by the following rules, as adopted also by other roads in Central Freight and Eastern Trunk Line Territories:

Claims for shortage upon grain in bulk, forwarded all-rail, will not be entertained unless it is demonstrated that such shortage is the result of wreck or defective equipment, or transfer of the grain by the railroad companies en route, or other causes for which the carrier is liable.

If claims for shortage are properly payable as a result of the foregoing contingencies, the full amount will be paid and the claimants will not be called upon to deduct the percentage from their claims as representing natural shrinkage.

Shipments of Hay from Michigan Forbidden.

Michigan shippers of hay and straw are practically out of business on account of the quarantine which has been placed by the Federal Government on Michigan hay and straw, and they will make no shipments until the hoof and mouth disease, which affects thus far only one or two counties, has been checked or the Sec'y of Agri. has limited the quarantine to the counties affected.

Some railroads have even returned hay from the border to original point of shipment free of expense, and quite a little hay is loaded and standing in cars on demurrage.

The disease has been confined mostly to Wayne county and near-by districts, while Michigan even from remote points cannot ship hay and straw, counties in Ohio which are very much nearer Wayne county than the majority of Michigan, are doing a flourishing business.

A special meeting of the Michigan Hay Ass'n was called at Saginaw, Mich., Dec. 1, 1908, and Geo. Warren of Saginaw, J. A. Heath of Lenox, and Albert Todd of Owosso were appointed as a committee to call on Mr. Wilson, Secretary of Agriculture at Washington, at once with the idea in view of having the present quarantine on hay and straw in Michigan removed from all territory where no trace of the disease has been found.

Grain exporters of Nicolaieff, Russia, at a meeting Nov. 19, decided to maintain the certificate department until Jan. 1. If buyers want the certificate after that date the Bourse will insist that the certificates shall be final.

Large users of sacks are asking the tariff committee to abolish or reduce the duty on jute cloth and bagging. It is argued that since no burlap is produced in the United States the removal of the protective tariff would harm no one.

That Corn Movement

will be more profitable to you if you are as careful in choosing the grade of the firm you ship to as you are in buying the corn. Results are what count. We can make you $$$$$$$

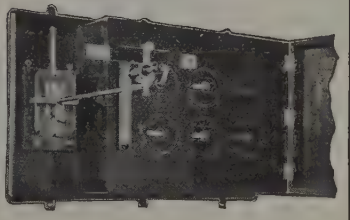
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Seeds

The first sale of clover seed for October, 1909, delivery was made at Toledo, Dec. 4 at $6.25.

Charles P. Braslan of San Jose, Cal., contemplates starting a seed growing plantation in Texas.

Many farmers who promised to let go their clover seed at $5 are not keeping their word since the advance.

New York exports of timothy last week were 3,633 bags. Of clover seed 4,508 bags, against 2,957 for the preceding week.

The Ohio Dept. of Agriculture reports the yield of clover seed as 1.8 bus. per acre and the acreage cut for seed as 51 per cent.

Frank N. Graass of Sturgeon Bay, Wis., will remove and remodel a building at Crivitz, Wis., for a seed house. He is making a specialty of jack pine seed.

The Harvey Seed Co. has been incorporated at Montgomery, Ala. The capital stock is $15,000; and the incorporators are A. R. Harvey, B. H. Brown and P. O. Franson.

November receipts of clover seed at Toledo were 12,500 bags, against 22,800 in October and 33,500 during September, and 3,500 bags a year ago. November shipments were 10,600 bags, against only 550 a year ago.

A rate of 16 1-10c on timothy and clover seed from Camp Point, Ill., to Chicago, effective Dec. 24, has been quoted by the Wabash Railroad in its supplement No. 7 to Interstate Commerce Commission tariff No. 977.

C. O. Nichols and O. V. Sherpy contemplate building a seed corn house of 6,000 bus. capacity at Northfield, Minn. Contracts will be made with farmers to grow the best varieties; and scientific arrangements will be made for drying the ears.

A rate of 45c on sugar beet seeds from Chicago, Ill., to Minatare, Scotts Bluff and Mitchell, Neb., has been quoted by the Chicago, Burlington & Quincy Railroad in supplement No. 31 to tariff No. 8045, filed with the Interstate Commerce Commission.

For jarring loose ten grains of corn from the world's champion ear, damages of $500 are asked of the American Express Co. by D. L. Pascal, of Clinton, Ia., who shipped the ear of Reid's yellow dent carefully packed for exhibition. Mr. Pascal alleges the company was careless in handling the ear of corn.

New York City: A fine crop of pop corn was harvested in 1903-4 in the west with the result that pop corn went begging. Farmers quit planting it and in 1906 the price was the highest I have ever known, with 1907 prices only a little lower. A big crop was raised this year and I look for lower prices.—E. D. Bradshaw.

To determine to what degree it is possible to remove the weed seeds ordinarily found in clover, alfalfa, wheat, oats and other seeds some experiments are under way at the Iowa State Agri. College, to be reported on later in conjunction with Professor Davidson. The specific gravity, size and shape of weed seeds will be considered and reported on in detail.

Clover seed has been steady all week. Cash demand has been excellent. The narrow differences between prime and off grades would indicate the supply is not equal to the demand. While receipts have been fair the shipments have been much larger, and stocks for the week will decrease 2,800 bags.—J. F. Zahm & Co.

Orchard grass is oftener adulterated in Kentucky than blue grass, says Professor Garman, who has made a study of the adulterants of weed seeds in seed samples commonly sold in Kentucky. The perennial rye grass and Italian rye grass occur in orchard grass. Professor Garman suggests that the law of Kentucky should be amended to require that no field seeds be sold in that state having more than 5 per cent of weed seeds mixed with them.

Toledo received during the week ending Dec. 5 3,190 bags of clover seed and shipped 5,958 bags; against 257 bags received and 275 bags shipped during the corresponding week of 1907. So far this season receipts have been 77,185 bags against 16,216 for the corresponding time of last season. Shipments for the season have been 33,573 bags.. against 1,996 bags a year ago. Alsike receipts for the season have been 5,850 bags, against 2,200 last season.

London, Eng.—Business steadily improving. English red clovers coming out freely, but many districts will not thresh until spring as is their general custom. French seed, because of its fine color and quality, has developed a broad demand. Stocks rapidly disappearing at rising values. Hungarians offering freely, but prices out of line. Russian and Silesian seeds plentiful. American prices are developing good European demand for their products. Alsikes in American and Canadian seed are developing business in fine seed.—*Corn Circular.*

London, Eng.—The new English red clovers are coming out slowly, although the crop is a big one, prices so far are nominal. Foreign reds are good and cheap and finding buyers. English whites in same position as English reds, prices hardly yet established. New trefoils on offer in both English and foreign seed; fine samples scarce; medium to low the bulk of the crop, which is under an average; prices firm. In grasses, French-Italian, Irish-Italian and perennials all firm, with good business passing. New Zealand cocksfoot and meadow fescue scarce and high in price.—John Picard & Co.

Tests of seeds will be made by the University of Missouri at Columbia, Mo., in co-operation with the U. S. Dept. of Agri., which has sent Miss Lovina S. Merick to take charge. Samples should be addressed to Seed Laboratory, Columbia, Mo., or to M. F. Miller, care of Agri. College, Columbia, Mo. All samples of seeds and grain sent in will be tested free of charge and reports returned immediately giving the number and kind of weed seeds present, the amount of impurity and, if desired, the percentage of germination.

The J. C. Robinson Seed Co., of Waterloo, Neb., has been given judgment against John Hamilton on a contract to grow sweet corn seed. Hamilton alleged that he was to retain 3/5 of the crop if the germination fell below 85 per cent, and the price of seed having advanced in the fall of 1907, sold his rights, subject to a mortgage, to a rival seed concern. He delivered 2/5 of the crop to the J. C. Robinson Seed Co., which asserted Hamilton had no right to any part of the crop, and its contention was upheld by the court.

Chicago received during the week ending Dec. 5 960,733 lbs. timothy seed, 300,000 lbs. clover seed, 874,800 lbs. other grass seeds and 21,000 bus. flaxseed; against 430,500 lbs. timothy seed, no clover seed, 90,000 lbs. other grass seed, and 147,000 bus. flaxseed during the corresponding week a year ago. Shipments for the week have been 497,300 lbs. timothy seed, 91,756 lbs. clover seed, 1,015,000 lbs. other grass seeds and 2,200 bus. flaxseed; against 1,124,000 lbs. timothy seed, 720 lbs. clover seed, 2,744,000 lbs. other grass seeds and 2,500 bus. flaxseed, during the corresponding week of last year.

During the month of October the number of samples of seed received for test at the seed branch of the Canadian Dept. of Agri., at Ottawa were: Red clover, 51; alsike, 29; timothy, 16; cereals, 3; vegetables, 98 and grasses, 4. Of the red clover samples 47 were sufficiently free from weed seeds to grade No. 1 under the seed control act standard, while the other four samples were not sufficiently contaminated to be prohibited from sale. Of the alsike samples only two graded No. 1, 18 were of second quality and nine were prohibited. Of the timothy samples 14 were No. 1, one second grade and one prohibited. These samples were all sent in by seed merchants. The vegetable seeds were also sent by seed merchants and appeared to be from stocks that the merchants wished tested to see whether the vitality is strong enough to warrant their being carried over for next season's trade.—G. H. Clark, Commissioner.

The insect which has been damaging the clover seed crop in Indiana this fall is identified by J. Troop, horticulturist and entomologist of the Purdue University Agri. Exp. Sta., as the clover seed chalcis. It is described in Bulletin No. 146 just issued by the station. The chalcis places her eggs directly into the growing seeds, which the young larvae, as soon as hatched, proceed to hollow out by feeding upon the inside. This has been the condition of most of the seed sent to the station this fall. The clover seed chalcis winters as a larvae pupa inside the seed, and will emerge from the seed stored in the barn, according to Professor Folsom, of Urbana, Ill. The larva will continue to work, therefore, in stored seed, until it has reached its pupa stage. The proper treatment of the seed therefore, which has been stored for the winter, would be to place the sacks in a tight box or bin (it should be air tight if possible) and then treat it with carbon bi-sulphide, by placing open dishes, filled with the material, on the sacks and then closing the bin and leaving it for a couple of days. A half pound would be sufficient for ten or fifteen bushels.

Books Received

Weed Pests of 1908.—The Perennial Sow Thistle and Some Other Weed Pests of 1908 is the title of a bulletin by J. Eaton Howitt, demonstrator in botany, describing and illustrating the plants and seeds of the perennial sow thistle, bladder campion, stinkweed or penny cress, Russian thistle, pepper grass, dodder and orange hawkweed. The worst weed in the Province of Ontario at the present time is the sow thistle. It is found upon almost every farm. This perennial is spreading so rapidly and persistently that in some parts of the Province it threatens to entirely overrun the fields and drive out the farmer. Professor Howitt gives several methods of eradicating this pest. Bulletin 168; 24 pages; Ontario Dept. of Agriculture, Toronto, Ont.

Philadelphia Adopts New Rules Governing the Grading of Winter Wheat.

The most important meeting of Philadelphia's grain trade for the year has just been held on the floor of the Commercial Exchange, when it was decided to abolish the 19 grades of winter wheat now in effect and adopt in their place the following 19 grades, which were recommended by the Grain Commitee and were since ratified by the Board of Directors:

No. 1 White shall be sound, dry, reasonably clean white winter wheat, of good quality.

No. 2 White shall include all sound, dry, reasonably clean Red Winter wheat, inferior to grade No. 1.

No. 1 Pennsylvania Red shall be sound, dry, reasonably clean, Red Winter wheat of the long berried variety, from any section of the United States, of good quality, and must be free from garlic.

No. 2 Pennsylvania Red shall be sound, dry, reasonably clean Red Winter wheat of the long berried variety, from any section of the United States, and an occasional grain of garlic shall not deprive the wheat of this grade.

No. 1 Delaware shall be sound, dry, reasonably clean, Red Winter or Amber Winter wheat, of the Fultz variety, from any section of the United States, and must be free from garlic.

No. 2 Delaware shall be sound, dry, reasonably clean Red Winter or Amber Winter wheat, from any section of the United States, and an occasional grain of garlic shall not deprive the wheat of this grade.

No. 2 Red Western Wheat shall be sound, dry, reasonably clean Red Winter wheat, from any section of the United States, must be free from garlic and shall not weigh less than 58 lbs. Winchester per measured bushel.

No. 2 Red shall be sound, dry, reasonably clean, Red Winter wheat, and shall not contain over ten per cent of white wheat, and weigh not less than 58 lbs. Winchester per measured bushel.

No. 2 Southern Red shall include all Red Winter wheat, equal to or better than No. 2 Red in quality, but which shall contain too great a porportion of garlic to be admitted into the higher grades.

Mixed Winter shall be equal in quality to No. 2 Red, but may contain over ten per cent of white wheat.

Steamer No. 2, Pennsylvania Red, shall include all winter wheat not inferior to the grade of No. 2 Pennsylvania in quality, which in condition may be slightly soft or damp, but must be cool, and in the judgment of the inspector, suitable for steamer shipment.

Steamer No. 2, Delaware, shall include all winter wheat not inferior to the grade of No. 2 Delaware in quality, which in condition may be slightly soft or damp, but must be cool, and in the judgment of the inspector, suitable for steamer shipment.

Steamer No. 2 Red Western Winter, shall include all Red Winter wheat, not inferior to the grade of No. 2 Red Western Winter wheat in quality, which in condition may be slightly soft or damp, but must be cool, and in the judgment of the inspector, suitable for steamer shipment.

Steamer No. 2 Red shall include all winter wheat, not inferior to the grade of No. 2 Red in quality, which in condition may be slightly soft or damp, but must be cool, and in the judgment of the inspector, suitable for steamer shipment.

No. 3 Red shall include dry, inferior or shrunken, but sound winter wheat, only fair in quality and cleanliness.

Steamer No. 3 Red shall include all winter wheat not inferior to the grade of No. 3 Red in quality, which in condition may be slightly soft or damp, but must be cool, and in the judgment of the inspector, suitable for steamer shipment.

Rejected shall include all winter wheat of quality inferior to No. 3, but suitable for warehousing.

No Grade shall include all very damp or damaged wheat, unfit for warehousing.

No Established Grade admits all sound grain that may from any cause be barred out of the regular sound grade.

Seed Growing in France.

Within comparatively few years an immense business has developed at St. Remy, in the department of the Bouches-du-Rhone, France, in flower, vegetable and forage plant seeds. Seed growers and merchants would find a visit to St. Remy interesting and probably profitable, writes Consul-General Robert P. Skinner of Marseilles.

The impression that there are thrashing machines on the farms is erroneous. The crop in this region is transported to one of a few concerns provided with large stationery thrashers of English make, and the seed thus obtained is then winnowed either by the grower or by the wholesale dealer. The huge thrashing machines employed are the same as those used for thrashing wheat. They are cumbersome, expensive and imperfect.

The winnowers are called "décuscuteurs," and completely relieve the lucerne seed of the "cuscute" or dodder, if of the small variety. No satisfactory method has been found, apparently, of eliminating the large variety, which, fortunately, has never obtained a foothold in Provence, where the seed is obtained; indeed, many of the growers in this locality harvest a crop virtually without any dodder grains.

The device (décuscuteur) used for winnowing lucerne is also used for cleaning clover seed. Crimson clover (*Trifolium incarnatum*) is not grown extensively in southern France, but violet clover is, and the seed is prepared for market in the same manner. There is nothing at all complicated about the French "décuscuteur."

The dealers contract with the farmers before the crop is planted, reserving the right to eliminate objectionable subjects from the fields. I am told that it is quite usual for the farmers to get a revenue of 1,200 francs ($231.60) per hectare (2.47 acres). The first crop consists, ordinarily, of early vegetables for the Paris, Berlin, Hamburg and London markets, followed by one or two crops of seeds.

Send along the Grain Dealers Journal, as I want to know what the other boys have to say.—T. F. Garry, agt. Western Eltr. Co., Guckeen, Minn.

Since the Mexican duty was lowered to 15c a bushel Kansas City houses have made numerous sales of wheat to that country. Issy Landa of the Southern Grain Co. said Dec. 5, that he had sold as much as he expected to be able to get out during December. Mexico is taking both hard and soft wheat.—*Daily Drovers Telegram.*

At the hearing on flour bleaching at Washington recently a great deal of testimony was heard, mostly favorable to the bleaching process. Only one miller opposed it. The chemists who declared bleaching harmless to the consumer far outnumbered those who asserted the product was poisonous. The representatives of the consumers, however, demanded that the bleached flour be so labeled. The millers vehemently opposed this attempt to let the consumer know exactly what he is getting. From the known attitude of Professor Wiley it is thot that the government will order the labeling of bleached flour.



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The book is 9½x12 in. and contains 160 pages of linen ledger paper, 29 lines to each page, and has spaces for recording the foregoing facts regarding 2,320 carloads. It is well bound in strong boards, with leather back and corners. Order Form 385. **PRICE, $1.50.**

GRAIN DEALERS JOURNAL

255 La Salle St., CHICAGO, ILL.

Potent Objections to Uniform B/L.

W. M. Hopkins, manager of the Transportation Dept. of the Chicago Board of Trade, advances the following objections to the uniform B/L. now being forced upon the shippers of the country:

The conditions in the order bill of lading and in the non-negotiable bill of lading are the same, except that in the non-negotiable bill of lading provision is made for car service charges after the expiration of forty-eight hours from the time the car arrives at destination. This condition is not mentioned in the order bill of lading of the Eastern roads.

We object to this condition as not providing notice of arrival to consignee at destination. The courts have held that the carrier is obligated to notify consignee of the arrival of his freight, and the time from which car service charges should be computed should be forty-eight hours after such notice and not forty-eight hours after the arrival of the car at destination. It might happen that such notice was not given by the railway company for several days after the car arrived at destination, and the receiver should not be penalized for any omission of the carrier.

SECTION 1 of the bill of lading provides that the carrier shall not be liable for differences in the weight of grain, seed or other commodities caused by natural shrinkage or discrepancies in elevator weights.

This condition we hold to be unreasonable:

First, because it is a question of fact whether there is or is not a natural shrinkage of grain, and any claim arising from loss should be adjusted on its merits and not, as at the present time, by deducting an abitrary amount, usually one-quarter of one per cent, regardless of the condition of the grain when shipped or the facts in the case. In other words, we want each claim for loss in weight of grain treated on its merits.

Second, as to discrepancies in elevator weights, that also is a question of fact. Such a discrepancy might arise from various causes and the carrier cannot absolve itself from its obligation to deliver a like quantity of grain as that it has received by inserting such clause in its bill of lading.

SECTION 3 provides that the basis for the computation of any claim for loss or damage shall be the value of the property being the bona fide invoice price, if any, to the consignee.

This does not provide for reparation in cases of claims arising from the failure of the carrier to deliver grain sold on contract, the essence of which is the time of delivery; that is to say, if grain was sold to be delivered in New York in December, was shipped from this market, say, December 24th, and had been in a wreck, so that it could not be delivered by the last day of December, the seller could not fulfill his contract with the buyer. Any loss sustained by the seller buying in the grain should be paid by the carrier and the invoice price of the grain should not be the basis of settlement, but the cost of the grain to fill the contract, the responsibility for failure to do so being on account of the act of the carrier and, consequently, should be at such carrier's proper expense.

The same section further provides for settlement of claims on the basis of invoice price at the place and time of shipment. In the case that I have cited the settlement should be predicated upon the price at destination, as the grain would be deliverable in New York and the contract would be based on the value of the grain at New York and not at the place of shipment.

Further than this, this section provides that claims for loss or damage must be made to the carrier at the point of delivery or point of origin.

This is entirely impracticable, as the shipper or the owner of the grain or the claimant might be located at neither the point of origin of the shipment nor the point of delivery of the same, and to compel a shipper located in Chicago to present his claim at either Omaha or New York is unreasonable and impracticable.

And, still further, this section provides that unless claims are so made within four months after delivery of the property the carrier shall not be liable.

This feature is clearly illegal, as the carrier has not the power to prescribe the statute of limitation under which a claim against a carrier may be presented. The law does that and the carrier cannot by inserting a clause in its bill of lading change the law.

SECTION 4 gives the right to the carrier to deliver property to a public warehouse without any provision for notice to the consignee of the arrival of the property at destination and a reasonable time for the removal of such property after such notice is given. That feature of the bill of lading, we contend, is also illegal.

THE 10% PENALTY: This bill of lading has been recommended by the Interstate Commerce Commission, but the carriers have issued notice penalizing the shipper ten per cent unless this bill of lading is used.

The Interstate Commerce Commission did not impose this condition to enforce the use of this bill of lading and the carrier has no legal right to do so, unless it is prepared to prove that the present rates are based upon shipper's liability and that the ten per cent is, therefore, imposed on the theory that the carrier is assuming liability under this bill of lading, which it did not formerly assume under its present rates. I think it would be an extremly difficult matter for carriers to demonstrate that their present rates are not predicated upon carrier's liability. That condition is clearly illegal and cannot be enforced.

With the objectionable features as I have pointed out eliminated I can see no reason why this bill of lading should not be acceptable alike to the shippers and the carriers.

A bill of lading can serve but two purposes.

First, it is a receipt for the property.

Second, it is a title of ownership, and the liability to deliver the same amount of property and in as good a condition as received clearly rests upon the carrier, except that a shipper may by an express agreement contract with a carrier for rates based upon limiting or wholly releasing the carrier from liability. Such a contract, however, must be voluntarily entered into by the shipper and there must be a consideration to him for so releasing the carrier. Any conditions inserted in the bill of lading not assented to by the shipper are null and void.

SIGNS UNDER DURESS: Even though the shipper signs the present bill of lading, he does it under duress, because he is forced to use the facilities offered by the railways, including the bill of lading, under terms and conditions fixed by the railway companies, whether such terms and conditions are reasonable or unreasonable, but he does not in signing the bill of lading enter into a voluntary contract and does not lose any of his rights at law to recover any loss or damage sustained.

If we can get a bill of lading before the Commission that is acceptable to the shipping public and to the Commission, it would seem as though there ought to be no difficulty in getting such bill of lading, or the principles upon which it is predicated, enacted into a law, which would be applicable on all interstate business and probably be adopted by the states.

In such a law the liability of the carriers should be clearly defined and the interests of the shippers conserved. If such bill of lading is to be construed as a contract when signed by the shipper it is important that the conditions of such bill of lading should fully protect the interests of the owner of property in the custody of common carriers.

Shipper Liable for Profits Lost by his Failure to Fulfil Contract.

Texas Grain & Elev. Co. vs. Van Alstyne Elev. Co.—No. 11,681.

In the above styled cause pending adjustment of the Arbitration Committee of the Texas Grain Dealers Assn, we, the said committee, find as follows:

It appears from the papers submitted that on August 11, 1908, the Van Alstyne Elev. Co. sold the Texas Grain & Elev. Co. one car of No. 3 white milling corn at 79c per bushel delivered Midlothian, shipment "to-day or to-morrow."

Corn was shipped within contract time. When it arrived at destination it was found to be mixed corn instead of white. The plaintiff called the defendant by 'phone advising them of this fact and defendants instructed reshipment to another point, thus acknowledging the corn was mixed.

The defendants have paid all expenses of forwarding, demurrage, reconsignment and exchange, and the claim against them is for profit of $53.06, which the plaintiffs claimed to have earned.

The Committee finds this profit to have been an actual one because the customer at destination had taken up the plaintiffs' draft, and had the corn been white instead of mixed, the profit would have been earned.

The Committee finds that this profit was not a vague or speculative one and should be paid to plaintiffs.

Therefore, the defendants, the Van Alstyne Elev. Co. shall immediately pay to the plaintiffs, the Texas Grain & Elev. Co. at Fort Worth, Texas, the sum of $53.06. The Secretary is hereby ordered to return to the plaintiff their deposit fee.

C. L. Moss,
J. Van Steennwyk,
E. D. Kolp.

Nov. 10, 1908.

The decree of Portugal authorizing the importation of 50,000,000 kilos of wheat at the special duty of 9 reis per kilo will be in force until Jan. 15, 1909.

New corn comes in slowly and the farmers in this vicinity are holding their product at a price sufficiently high that one dealer has ordered a car shipped in and is getting it at a lower price than he can purchase it in this locality.—*Advocate*, Greenville, Ill.

Supreme Court Decisions

Repudiation of Arbitration Award.—Both parties to an award of arbitrators may repudiate it, and litigate the controversy on the basis of the contract claimed by them.—Spiess v. Bartley. Court of Appeals of Kentucky. 113 S. W. 127.

Landlord's Lien Valid Against Purchases Without Notice.—The landlord's lien on the produce of a farm to secure rent reserved in the lease is valid, not only between the parties, but as against purchasers of the produce from the tenant without notice.—Larraway v. Tillotson. Supreme Court of Vermont. 70 Atl. 1063.

Intrastate Transportation.—To bring a transportation of freight within the control of a state as a part of its domestic commerce, the subject transported must be for the entire distance carried under the exclusive jurisdiction of the state.—St. Louis & S. F. R. Co. v. State. Supreme Court of Arkansas. 113 S. W. 203.

Parol Evidence Affecting B/L.—When a B/L has been issued by a common carrier, signed and accepted by the shipper, it constitutes the contract for the shipment of merchandise therein described; and its terms cannot be altered or varied by parol testimony.—Whitnack v. C. B. & Q. R. Co. Supreme Court of Nebraska. 118 N. W. 67.

Failure to Furnish Cars.—In an action for the failure of a carrier to furnish cars, the fact that, after the damages sued for had accrued, plaintiff and the carrier entered into a contract for the shipment of the freight, did not affect plaintiff's right to recover the damages sustained.—St. Louis I. M. & Sou. R. Co. v. Taylor. Supreme Court of Arkansas. 112 S. W. 745.

Title of Holder of B/L Against Consignee.—Where a bank for a valuable consideration takes an assignment of a B/L with draft attached, the consignee of the goods takes them subject to the rights of the holder of the B/L for the amount of the draft, and he cannot retain the price of the goods on account of a debt due him from the consignor.—Mason v. Nelson. Supreme Court of North Carolina. 62 S. E. 625.

Damage Before Delivery—Stipulation in B/L Inapplicable.—A stipulation in a contract of carriage that in case of loss the shipper will give notice in writing of his claim before the property has been removed from the place of destination will not avail the carrier, where the property was injured while in its custody and before delivery to the shipper.—Jones-Lane Co. v. Atlantic Coast Line R. Co. Supreme Court of North Carolina. 62 S. E. 701.

Transportation to Destination Implied.—In the absence of a stipulation restricting liability, the acceptance of goods by a carrier for transportation implies an undertaking on its part to transport them to the place to which they are consigned, even tho beyond its own line, and to be responsible for loss or injury occurring on the line of a connecting carrier.—Chicago, R. I. & P. Ry. Co. v. Cotton. Supreme Court of Arkansas. 112 S. W. 742.

Erasure on Check—Effect.—Where plaintiff accepted defendant's check with the words "in full to date" written thereon, and thereafter erased such words without defendant's consent before cashing the check, the words so erased should be construed most strongly against plaintiff, precluding a recovery for alleged pre-existing items of indebtedness as a matter of law.—Dove v. Fansler. Kansas City Court of Appeals, Missouri. 112 S. W. 1009.

Futures—Judgment in One State May Be Recovered in Another.—The Mississippi courts cannot deny to a judgment of another state for money lost in "futures" the full faith and credit secured by Const. U. S. art. 4, sec. 1, in each state to the judgments of the several states, because a transaction in "futures" is made a misdemeanor in Mississippi and it is further provided that a contract of that character shall not be enforced by any court.—Armstrong v. Minkus. Supreme Court of Mississippi. 47 South. 467.

Sale f. o. b.—Construction.—A contract to deliver lumber "free on board cars" at the destination is unambiguous, and not open to construction by proof of custom or otherwise; the provision requiring the seller to deliver on board cars at the destination free to be taken by the buyer without impediment and there was no such delivery when to take possession the buyer was bound to pay the freight.—Chandler Lumber Co. v. Radke. Supreme Court of Wisconsin. 118 N. W. 185.

Delivery to Carrier—Passage of Title for Jury.—In an action by a seller to recover the value of goods against a carrier to whom they were delivered for transportation to the buyer, but which were not accepted because of delay in delivery, whether the contract of sale provided that the goods were to be delivered into the actual possession of the buyer, or whether they were to be delivered free on board cars, held to be for the jury.—Acme Paper Box Factory v. Atlantic Coast Line R. Co. Supreme Court of North Carolina. 62 S. E. 557.

Trade Custom Cannot Contravene Rule of Law.—A firm having delivered to a telegraf company a telegram accepting plaintiff's offer to sell cotton, plaintiff, who had allowed the firm to retract their acceptance by telephone while the telegram lay undelivered in the company's office, could not show, to establish liability of the telegraf company for negligent delay in delivery, a custom in the cotton business whereby a telegrafic acceptance of an offer does not become binding until actually delivered to the addressee.—Postal Tel. Co. v. Willis. Supreme Court of Mississippi. 47 South. 380.

Contract to Furnish Cars on Another Line.—Where defendant's agent contracted to furnish cars at a point on another line for a through shipment to a destination on his own line, and the rule of the initial carrier was that responsibility for thru transportation must be assumed, if at all, by its connecting carrier, the transaction must be assumed to have been conducted in accordance with that custom, the duty to furnish the cars under the contract resting upon defendant, and hence it could ratify the agent's act.—St. Louis, I. M. & S. Ry. Co. v. Boshear. Supreme Court of Texas. 113 S. W. 6.

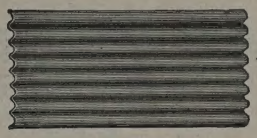
Penalty on Carrier for Delay in Adjusting Claims.—The purpose of the proviso in Revisal 1905, Sec. 2634, imposing a penalty for a carrier's failure to adjust a claim for loss of freight within a certain time, provided that, unless the consignee recover the full amount claimed, no penalty shall be allowed, being to prevent unjust claim for losses, the fact that defendant voluntarily paid the claim for loss upon judgment for plaintiff, and while an appeal therefrom was pending, did not prevent a recovery of the penalty for delay in adjusting the claim.—Rabon v. Atlantic Coast Line R. Co. Supreme Court of North Carolina. 62 S. E. 743.

Imports and Exports of the Philippine Islands.

Imports into the Philippine Islands during the crop year prior to July 1 included 166,905 bus. oats, 256,055 bbls. wheat flour, 357,534,000 lbs. rice, 38,912 bus. beans and 2,492 tons hay; against 84,829 bus. oats, 236,549 bbls. wheat flour, 248,568,000 lbs. rice, 37,970 bus. beans and 1,398 tons hay for the preceding crop year.

Exports were principally hemp amounting to 114,003 tons, against 112,895 tons during the preceding crop year, as reported by the War Department.

THE BEST WAY
to prevent short weights is to install the
. Kennedy Car Liner
in the old cars that you are compelled to load. Cost, $1.40 per car.
FRED W. KENNEDY
Shelbyville, Ind.

We Are Large Manufacturers of
Steel Roofing, Corrugated Iron, Etc.

We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.
SYKES STEEL ROOFING CO., Chicago, Ill.

Prompt and Accurate Analyses of All Grain and Feeds

Don't ship your corn until you have had it tested for per cent of moisture

The Columbus Laboratories
103 State St., Chicago

Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

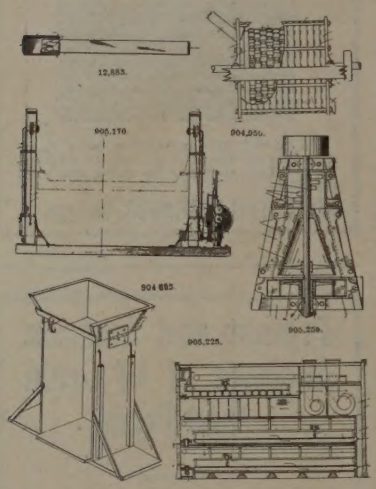
The book, 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, is printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380. Price, $1.50.

GRAIN DEALERS JOURNAL
255 La Salle Street, CHICAGO, ILL.

Patents Granted

Wagon Dump and Elevator. No. 905,170. (See cut.) Frank Gahm, Streator, Ill. The front wheels of the wagon are received by a movable platform raised by a chain wound on a drum by a peculiar gearing comprising worm wheel, internal gear, and clutch for engagement with a constantly driven shaft.

Malt House. No. 905,225. (See cut.) Wm. H. Prinz, Oak Park, Ill., assignor to Sala-



din Pneumatic Malting Construction Co., Chicago. Above the germinating compartments are withering kilns. The floors of the kiln and the germinating compartments are perforated, fresh air being admitted over the malt by ducts. Air also is admitted to the duct below the kiln floor.

Car Door Seal. No. 12,883. (See cut.) John F. Wing, Maywood, Ill. The end of the shackle has an opening and is adapted to receive the tongue, which is split, tapered and elastic. When the tongue is sprung thru the opening projecting shoulders engage the edges of the opening and prevent retraction. The flat face of the tongue is parallel with the head opening and its width at the tip of the barb is normally greater than the normal width of the opening in the shackle.

Corn Sheller. No. 905,259. (See cut.) Chas. J. Widner, Sidney, O., assignor to the Philip Smith Mfg. Co., Sidney. Mounted on the frame are a hopper, a casing and a fan casing. The sheller member is rotatable and adjustable with a longitudinally adjustable shaft journaled in the frame at one end and mounted in a sleeve at the other end. The fan is borne on the same sleeve centrally in the casing and rotates with the shaft, but the sheller member may be adjusted without disturbing the position of the fan.

Bag Holder. No. 904,695. (See cut.) Warren L. Herrick, Skyland, Cal. The sack holder comprises a frame consisting of a bottom and upwardly disposed spaced sides, the sides being formed with openings, cords traveling loosely thru the openings and having their outer ends weighted and hooks secured to the other ends of the cords and normally held against the opposite faces of the sides, the hooks being designed to be engaged with a sack to yieldingly support the latter within the frame. A funnel is mounted to the upper end of the frame and hinged to one of the sides thereof.

Grain Scourer. No. 904,950. (See cut.) Thos. Grose, Port Adelaide, South Australia. The scourer comprises an outer casing and an inner drum, the outer casing and inner drum each consisting of a series of rings secured between two end plates, the casing rings having a corrugated inner surface and being provided at one end with a V-shaped annular groove and at the other end with a V-shaped annular projection. The groove and the projection of the rings are at the center thereof so that when placed together the projection of one ring fits into the groove of the next. Each ring has on its outside a series of tooth-like projections, which form a series of spiral conveyors of greater or less pitch, being capable of spiral adjustment one against the other. The end plates are mounted upon a spindle.

Meester Patton's Deal.

Dey say det Meester Patton
Baen running beeg veet deal.
Alrady fallars det baen short
Baen starting up a skveal.

But vats da juse a skvealing?
Ef yu go against da game,
Put stop-loss limit on yure deal,
Den yu no yoost vare yu baen.

Dey say det Meester Patton
Hae gat a beeg, long hed;
Dese veet baen vort da mona
Long time ago, hae sed.

Now avra time da market
Et tecks a leetle brake,
Dey say det haes unloading,
But Ay gas det baen a fake.

Fallars vot no Meester Patton
Say hae baen such a bull
Det hae yoost baen spitting on hees hands
For geeve anodder pull.

Dey say hae yoost baen vaiting
For da fallars on oetside
To gat gued an bullish, den
Yump on dem an ride.

Farmers alla time baen kicking
Bout deals on Board a Trade;
But dey sure meck da mona
Ven da bulls are on a raid.

Ef farmers meck da mona den,
An Meester Patton, tu,
Yoost yump en band vagon vit dem—
Dets da only tang to do.
—From Knute's Buke.

The Holding Idea.

The corn raiser is in a quandary. To sell or not to sell? That is his problem.

There are dangers in the holding idea. Last year only 25 per cent of the farmers held after a small crop. This season 50 per cent of the corn raisers desire to hold on a crop that will go 20 per cent further than the 1907 crop.

The country learned to "feed" without corn this summer. The feeders will not be in a hurry to waste 60-cent corn. They will grind the corn—grind the cob and use outside mixtures.

Current extreme liberality in the bulling of corn values is based not on actual conditions—now—but on the old crop scarcity. The bulling of the old crop seemed "so easy."

The corn raiser may dispute the idea—but right now he is afraid of the feeder. If the feeder cannot hoist cattle and hog values, how can the corn raiser hoist the value of his feedstuffs?

The 1901 and 1907 crops are the great short crops of the past decade. The corn crops of other years lasted the country comfortably until the end of each crop year.

The government may have grossly overestimated the 1908 crop, but the mistake will be in quantity, not quality.—E. W. Wagner.

Supply Trade

"Businesses do not grow by luck. It is pluck, push, and—publicity."

The Camp Grain Dump Co. will move its plant from Metamora to Washington, Ill.

The Hoepner Automatic Scale Co. will move into its new factory about the 25th of this month.

"Some people suspend their advertising during the dull season; that's what makes the dull season."

The Esmueller Mill Furnishing Co. will soon begin work on a new shop to cost $20,000. The plant will be completed about Feb. 1st, and will give it about twice the capacity of its present quarters.

W. H. Slaybaugh, Toledo, O., has invented a grain drier, which he claims to be something new in the way of handling damp and smutty grain. It can be used as a conditioner as well as a drier, and it is said to be well suited for use in small elevators.

The Skillin & Richards Mfg. Co., Chicago, has recently furnished the complete equipment for the following elevators: American Hominy Co., Terre Haute, Ind.; Geo. Tileston Mlg. Co., Osakis, Minn.; David Unger & Son, Russiaville, Ind.; W. H. Perrine & Co., Carrolton, Mo.; The Willshire Mlg. Co., Willshire, O., and Tallula Farmers Grain Co., Tallula, Ill.

There is a better feeling in the trade since the election but little activity as yet. Our factory however has been busy all during the dull period and we attribute it to the fact that we are able to make belts to order quicker and make them better than any other manufacturer. We recently received an order for a 38 in. 15 ply rubber belt and within 48 hours we made and shipped it.—Hamilton Rubber Mfg. Co.

Theoretically the proper paper for an American to advertise in is one printed and distributed in the country which he wishes to reach, but *practically* it seems likely that good trade papers printed in America and intelligently distributed abroad, may be better mediums than the feeble efforts which are the rule rather than the exception *abroad.—Chas. S. Redfield, before the Technical Publicity Ass'n.*

The Peacock Cottonseed Meal Co.'s Meal and Cake is said to be the finest foods made for cattle, horses and sheep, it supplies every want of the brute. They keep sleek, healthy and fat on it. Peacock Cottonseed Feed Meal is especially adapted for dairy cattle and sheep. It is high in carbohydrates which prevents scouring and foundering. It is said this brand can be fed with perfect safety and with the finest results for making more and better milk and butter.

We cannot get along without the Grain Dealers Journal—R. E. Roberts, Arlington, Neb.

Mail between Germany and the United States will be carried at the rate of 2 cents instead of 5 cents on letters after Jan. 1. A similar reduction went into effect earlier this year betwen the United States and Great Britain. Unstamped letters will pay double rates.

Fire Insurance Companies

ORGANIZED 1883

The Western Millers Mutual Fire Insurance Company

KANSAS CITY, MO.

CHAS. H. RIDGWAY, Secretary

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses and contents.

MILLERS' NATIONAL INSURANCE COMPANY

205 La Salle St., CHICAGO, ILL.

Chartered 1865

Insurance with a maximum of security at a minimum of cost for ELEVATORS, WAREHOUSES and CONTENTS on the Mutual Plan.

Five Year Policies (or short term policies on grain, if required.)

Semi-Annual Assessments costing about one-half Stock Company rates.

NO conflagration hazard.

Gross Assets, - -	$4,937,625.96
Net Cash Surplus -	883,105.27

Millers Mutual Fire Insurance Association of Illinois

ALTON :: ILLINOIS

Wrote $9,897,311.23 insurance last year
Paid $116,523.11 in losses last year
Added $20,545.96 to surplus last year
Assessed only 40% of basis rates last year

If you want the best of Insurance at the lowest cost, write to us.

Insurance in force -	$13,551,441.39
Face value of notes -	1,701,351.60
Cash Assets - - - - -	336,089.85

GEO. POSTEL, Prest.
A. R. McKINNEY, Sec.

Chicago Agent:
M. W. FUGIT, 740 National Life Building.

THE OLD RELIABLE

MICHIGAN MILLERS MUTUAL FIRE INSURANCE CO.

ORGANIZED 1881

LANSING, MICH.

INSURES ELEVATORS AND GRAIN

PERMANENT OR SHORT TERM POLICIES

Established 1902

Tri-State Mutual Grain Dealers Fire Insurance Co.

(Inc.)

Elevator and Grain Insurance at Actual Cost

E. A. BROWN, Pres. V. E. BUTLER, V.-Pres.
B. P. ST. JOHN, Treasurer.

For rates, etc., address
E. H. Moreland, Sec'y, Luverne, Minn.

Mill Owners' Mutual Fire Insurance Co., Des Moines, Iowa

Organized 1875

INSURES MILLS, ELEVATORS, WAREHOUSES and CONTENTS

Net Cash Assets	$266,243.81
Losses Paid	$1,339,403.60
Saved to Policy Holders	$1,752,149.12

J. G. SHARP, Secretary



Grain Values

vary in country elevators. Fire insurance should also vary according to the value on hand. The

GRAIN DEALERS NATIONAL MUTUAL FIRE INSURANCE CO.

INDIANAPOLIS, IND.

makes the cost on permanent grain insurance at the actual cost for country elevator protection. Where insurance is needed for a short time only a definite low cost per month is made which is a large saving from the short rates of other companies. For our rates write

C. A. McCotter, Sec'y

Grain Shippers' Mutual Fire Insurance Association

IDA GROVE - - IOWA

Risks in force	$6,927,000.00	Dividends on the basis of 80% cost.
Admitted assets, Dec. 30, 1907	50,197.76	We write Fire, Lightning and Tornado Insurance for the Grain Trade.
Total liabilities	4,735.00	
Net assets, Dec. 30, 1907	$45,462.76	

F. D. BABCOCK, Secretary

Duplicating Scale Ticket Book

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives it to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price $1.25.

Grain Dealers Journal

255 La Salle Street, CHICAGO, ILL.

For Sale



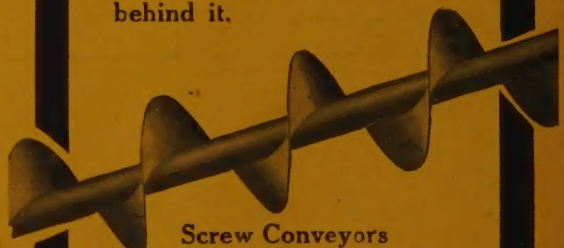
For particulars see the "Elevators for Sale" columns of the Grain Dealers Journal, Chicago

Those looking for elevator properties invariably consult its "Elevators for Sale" columns. If your elevator is for sale, make the fact known to the entire trade, put your For Sale sign in the "Elevators for Sale" columns, then you can be sure of selling quickly at a good price, and pay no commission on sale. If you do not wish neighbors to know your elevator is for sale, you can have replies come in our care and we will forward them daily without extra charge.

The cost for advertising is 15c per line

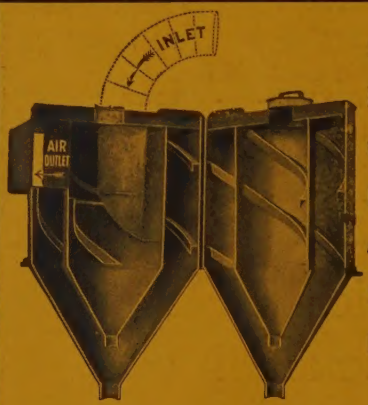
WEBSTER

Machinery for Grain Elevators and Flour Mills has experience and reputation behind it.



Screw Conveyors
"Acme" Elevator Buckets
Chain Belting
Friction Clutches
Shafting, Pulleys, Gearing

Webster M'f'g Co.
Main Office and Works: 1075-1111 W. 15th St., Chicago
18-90 Reade Street NEW YORK — Pennsylvania Bldg. PHILADELPHIA



Some Points Regarding the Day Dust Collector and Dust System to Bear in Mind

It secures a higher grade of grain and saves more of it.

THE DAY COMPANY
1118-26 Yale Place — Minneapolis, Minn.

A New Idea in Wagon Dumps



The Weller Dump is Safe

UNDER all circumstances the Weller Dump is a safe proposition. There's absolutely no risk of breakage at critical moments because there's nothing that can break.

Hasn't any chain to snap for the dump is operated by a vertical shaft, which transmits motion to worm and worm wheel. No brake is needed so none is used. The worm gears **cannot** slip.

Weller Dumps are very reasonable in price. Particulars for a postal.

WELLER MANUFACTURING CO.,
Chicago, Ill.

FOR the best of satisfaction consign your Grain to

S. C. Bartlett Co., Peoria, Ill.